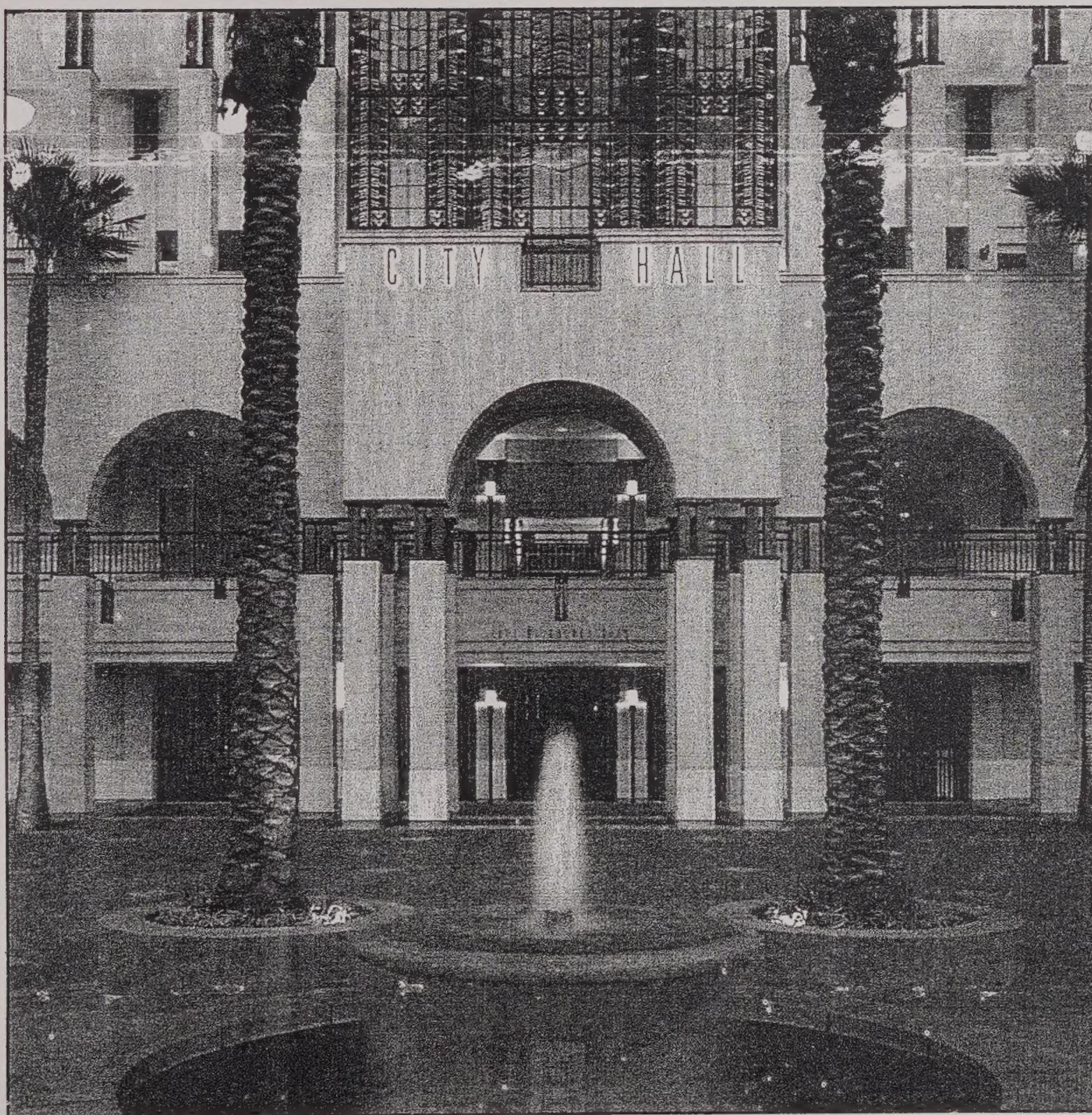


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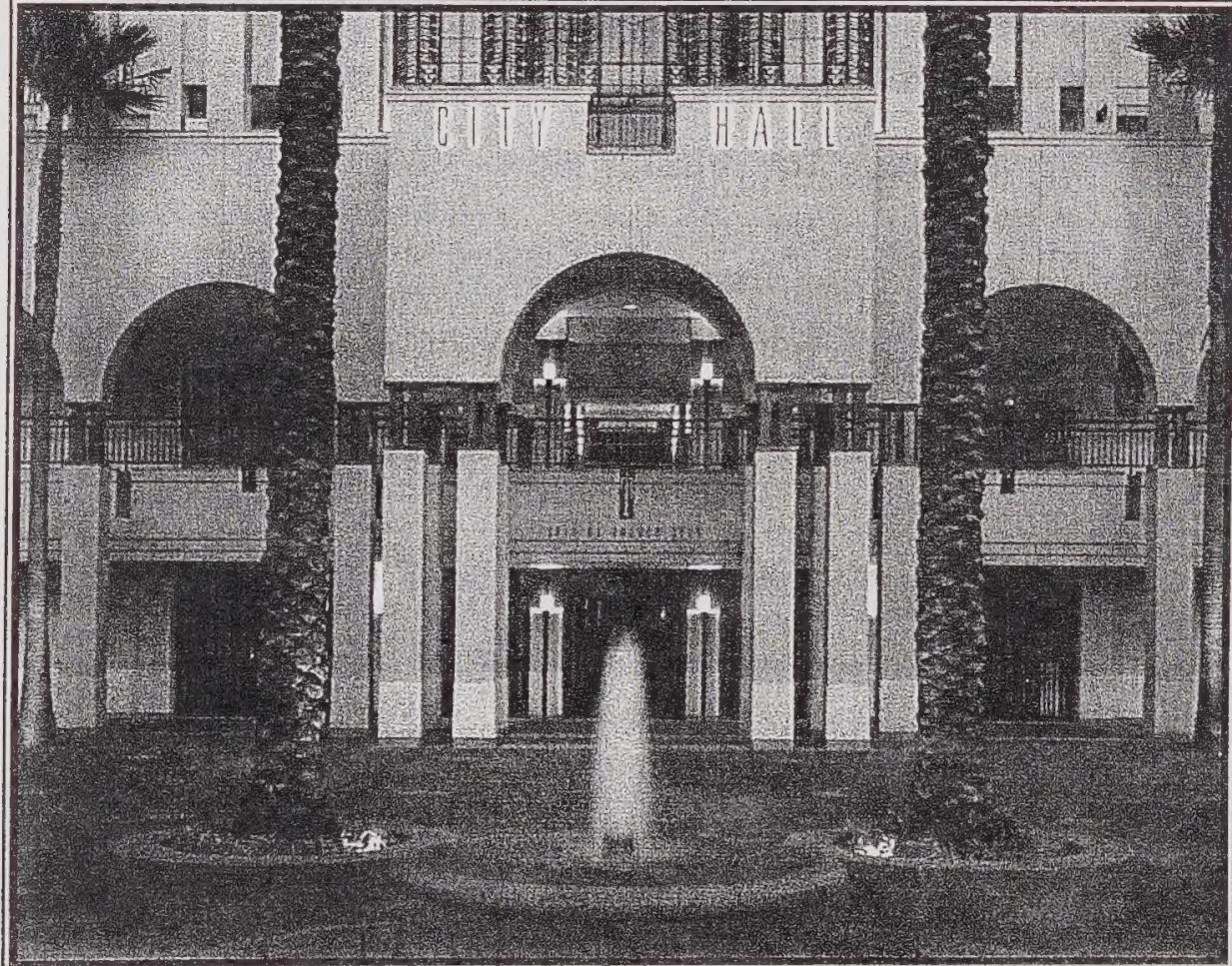


City of Culver City

General Plan

LAND USE ELEMENT

Adopted 1996
Amended through 2000



City of Culver City

General Plan

LAND USE ELEMENT

Adopted by the City Council July 22, 1996

Amended through February 28, 2000

ACKNOWLEDGEMENTS

General Plan Advisory Committee

- Priscilla F. Adler, Co-Chairperson
- Kay Lyou, Co-Chairperson
- Crystal Alexander
- William H. Barnett
- Victor Benickes
- Yvette Borcia-Stern
- Linda Bradley-Lancaster
- Michele Cerra
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- Madeline Ehrlich
- Albert W. Garcia
- Robert R. Gardner
- Tim Giarraffa
- Paul R. Goodwin
- Ethan Greenspan
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- Jim Hayes
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- David Oliver
- Steven J. Rose
- Gerald M. Sallus
- Miriam Shapiro
- Robert Sirchia
- Robin Turner
- Bonnie Walsh
- Harry Wells

City of Culver City - 1996 City Council

- Edward M. Wolkowitz, Mayor
- Albert Vera, Vice Mayor
- Mike Balkman, Council member
- Sandra J. Levin, Council member
- Richard A. Marcus, Council member

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| ▪ John G. Edell | ▪ Edward M. Wolkowitz |
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| ▪ David M. Glasser | ▪ Crystal C. Alexander |
| ▪ Sandi J. Levin | ▪ Theodore J. Smith III |
| ▪ Robin D. Turner | ▪ Michael R. Snell |

City Staff Technical Committee

- Jody Hall-Esser, Chief Administrative Officer
- Mark Winogrond, Community Development Director
- Norman Herring, City Attorney
- Darnisa Tyler, Housing Division
- Steven Gerhardt, Environmental Coordinator
- Lt. Bill Burke, Police Department
- James S. Davis, City Engineer
- Evelyn Keller, Deputy City Attorney
- Jerry Ichien, Redevelopment Project Specialist
- Revon Wolf, Consulting Traffic Engineer
- Larry Wiley, Acting Municipal Services Director
- Mark Zierten, Senior Management Analyst
- Steven Cunningham, Deputy Transportation Director
- Paul Francis, Fire Marshal
- Lisa A. Baker, Housing Administrator

Planning Division Project Staff

- Jay B. Cunningham, City Planner
- Carol DeLay, Deputy City Planner
- John Rivera, Associate Planner

Consultants to the City

- Shirley A. Montoya
- Sheila Murphy
- Gruen Associates in association with
 - Crain and Associates
 - Mestre Greve Associates
 - Takata Associates
 - C. W. Cook and Company, Inc.

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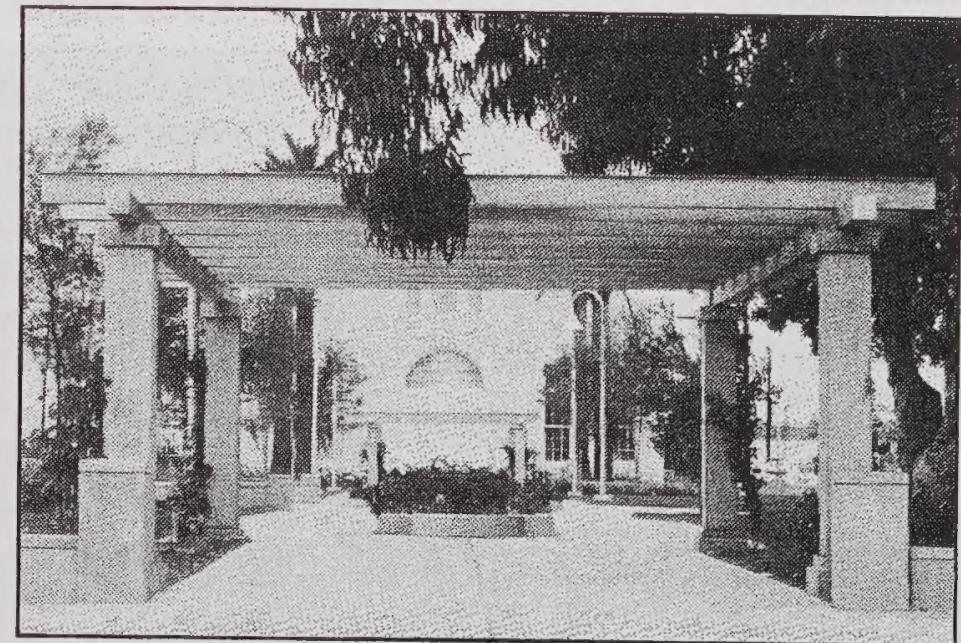
General Plan Documents

This **LAND USE ELEMENT** is one of nine Elements of the **CULVER CITY GENERAL PLAN**. The complete list of General Plan documents includes:

- General Plan Overview, 1996
- Glossary, 1996
- Land Use Element, 1996
- Circulation Element, 1996
- Housing Element, 1996
- Open Space Element, 1996
- Noise Element, 1996
- Conservation Element, 1973
- Seismic Safety Element, 1974
- Public Safety Element, 1975
- Recreation Element, 1968



Beacon's Laundry - Landmark Structure



Media Park

VISION IN THE YEAR 2010

Culver City has always been a pleasant place to come home to. Entry signs announce your arrival. The streets and sidewalks are clean and well paved. Landscaped medians separate traffic and street trees personalize the street. As you drive through town, you pass attractively landscaped open space, parks and parkettes. There is a feeling of comfort and safety as pedestrians casually stroll and shop. Greater densities and development pressures from adjacent jurisdictions have not taken hold in Culver City.

The rhythmic pattern of development includes storefronts at human scale punctuated by activity centers that serve park-oriented neighborhoods, as well as community and regional needs. The architecture of the City reflects both current styles and idealized preservation of times past. Businesses that have been in the City for more than 50 years are next door to new enterprises. The studios are evidence of the past and present success of the movie industry in Culver City. All these uses are tied together by common paving, streetlights, signage, and street furnishings.

Anything and everything you need may be found in Culver City. From your home you can walk safely to the neighborhood park, to shopping or out for dinner. You may ride your bicycle to the top of Culver City Park to where you can watch a little league game and enjoy a panoramic view, sweeping from downtown Los Angeles to the ocean. On any night you can walk from your home to dine at a sidewalk café, window shop or go to a movie. After the movie you may go for a frozen yogurt while perusing the latest magazines at a newsstand. As you walk home, you see your neighbors and stop to talk.

There is quality housing at all income levels. People come home to single-family homes, duplexes, condominiums, apartments, planned residential developments, group housing and flats above retail shops. Homes are well-maintained, safe, clean and framed by street trees that shade the neighborhoods.

Your home has a neighborhood identity. It is not just Culver City; it may be Lindberg Park, Culver Crest, Carlson Park or Blair Hills.

The business community has a population base to support the storefront retail and shopping centers. Corporate Pointe, the Fox Hills business parks and the commercial corridor at the west end of Washington Boulevard provide the larger Westside community with an alternative to downtown Los Angeles and Century City. Cleaner air, ocean views and airport proximity attract professional and technical enterprises to Culver City.

The businesses provide revenue needed to sustain the high quality of municipal service the people of Culver City have come to expect. Revenues from property taxes are relatively small; however, sales and utility taxes, business license fees and commercial/industrial development tax provide the fiscal stability critical to a well-maintained city. It is these revenues that support the Culver City Police and Fire Departments, the Human Services programs, roadway maintenance, parks and street trees. It is the combination of all these characteristics and services that make Culver City an attractive place to have a home or business.

Many people both live and work in the City. Some work nearby. These people can leave their cars at home and take Culver CityBus or the Ballona Creek bikeways to their destination. Many of the residents moved to Culver City because of its easy access to surrounding business centers, including downtown Los Angeles, Century City, Westwood and Long Beach. Some came as college students to share apartments while attending West Los Angeles College, UCLA or Loyola Marymount. Most stayed because, in the midst of intensity and depersonalization in the surrounding area, Culver City is still a place where you can know your neighbors and where what you do can still make a difference.

LAND USE VISION. The vision of Culver City's future is one which protects and builds on Culver City's strengths: small-town character, peaceful tree-lined neighborhoods and a diverse economic base, supported by a high level of city services. The overall function of the Culver City General Plan Land Use Element is to articulate that vision, recognizing that future decisions will require constant balancing of the stated goals, objectives, and policies.

Historic landmarks, grassy hillsides, mature street trees, modern business centers, cohesive neighborhoods, and easy transportation access to beaches, airports and universities make the City an attractive place to have a home or business. The character and quality of the residential community will be supported through the successful integration of Culver City's businesses within the framework of its neighborhoods and the broader metropolitan area. Land use patterns which permit consistently higher densities in areas directly adjacent to Culver City, however, conflict with the City's character and scale.

Development pressures, congestion due to through traffic, and crowded on-street parking overflow from these adjacent areas are the realities with which Culver City must grapple to shape the City's future effectively. In order to support Culver City's vision for the future, the Land Use Element is built around the following goals:

- Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.
- Economic vitality that serves the community and protects the quality of life.
- An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.
- A community that provides recreational, historical and cultural opportunities.
- Clear and consistent guidance for balanced growth.
- Ample and efficient City services and infrastructure.



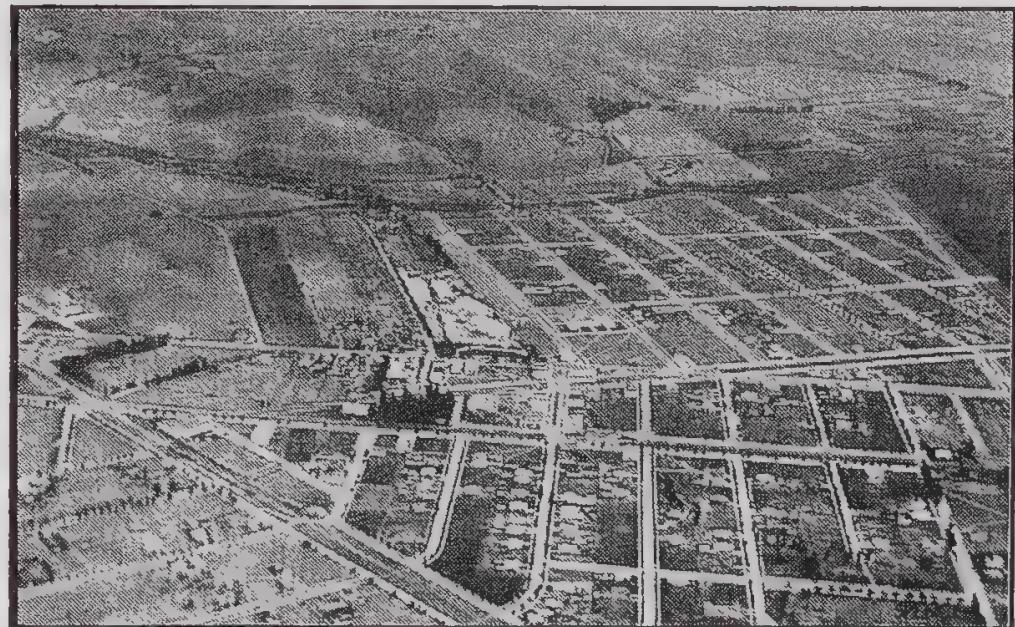
Panorama View of Culver City, 2000, looking northwest

PURPOSE OF THE LAND USE ELEMENT. The intent of the Culver City General Plan is to provide for the physical, social and economic needs of the City and its people. The purpose of the Land Use Element is to guide land use and development to achieve that intent. To accomplish this, the Land Use Element designates the general distribution, intensity and development policies regarding residential, commercial, industrial, open space and institutional uses in the City, as required by State Law.

Issues of circulation, noise, conservation and safety also are addressed to the extent they relate to land use patterns. Land use data, policies and diagrams that address these issues must be internally consistent within the Land Use Element, and collectively consistent with other General Plan elements. The matrix shown in Table O-1, *Issues Addressed in Each State Required Element* located in the General Plan Overview document, relates Culver City's issue areas for planning policies to the required elements of the General Plan.

HISTORY. The City was incorporated in 1917 and many of its streets and some of the current boundaries were existing at that time. Within ten years after cityhood, Culver City spread five and one-half miles in length along Washington Boulevard, rather than expanding outward from a nucleus. Citywide zoning was adopted in 1937. The City Charter was approved by the California Legislature in 1947.

Various portions of the current City area were annexed to the City by the incorporation of privately held properties along Washington and Venice Boulevards, contributing to the irregular City boundaries. In many cases, the results of annexations also have divided lots and even buildings between the Cities of Culver City and Los Angeles. Developments along Washington Boulevard included vehicle-oriented uses, undersized commercial properties and uses generally deficient



Aerial View of Culver City, 1910s, looking south.

in off-street parking and other amenities. By the time Fox Hills was annexed to the City in the mid-1960s, the Santa Monica and San Diego Freeways were built and the area's circulation patterns were already established.

The City's first General Plan Land Use Element was adopted in 1961. Major revisions occurred in 1973 and 1978. According to the 1978 Land Use Element, "...land use development patterns during Culver City's first fifty years were rather sporadic, seemingly almost haphazard, with little or no coordination in terms of their overall implication for the future of the entire community." In fall 1987, the City initiated a two-year strategic planning process for developing and achieving a vision for the future of the City into the 21st Century.

"DIRECTION 21", the community-based strategic planning process conducted in 1987 through 1989 and updated in 1991, identified major issues critical to the future of the City, developed mission statements and solicited public opinions via

a survey mailed to every residence and business in the City. "Direction 21" and its findings formed the basis of follow-on planning efforts including the Downtown Charette, the Studio Drive-In Ad Hoc Committee and, ultimately, the 1996 General Plan update.

REGIONAL CONTEXT. To provide effectively for the physical, social and economic needs of the City and its people, Culver City must pursue its objectives within the context of established state and regional policies. The State requires the Southern California Association of Governments (SCAG) to assess and forecast distribution of housing and employment growth and their relationship to mobility and air quality within the SCAG region. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) which addressed these issues. Culver City's land use planning policies need to respond to projections given in the RCPG. Culver City is cooperating and will continue to coordinate with regional agencies and neighboring cities to achieve consistent goals and objectives. The effect of land use policies on mobility and air quality should be coordinated with the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (MTA), South Coast Air Quality Management District (SCAQMD) and the other Westside cities. Culver City's policies to address circulation and access are intended to fit within the framework of programs established by these agencies.

SURROUNDING AREA. The City is surrounded on three sides by the City of Los Angeles, with an unincorporated area of Los Angeles County forming Culver City's southeastern boundary. The irregular City boundaries permit these jurisdictions a strong visual and physical presence that blurs Culver City's identity. Higher levels of allowed density and development pressures in adjacent City of Los Angeles areas conflict with the character and scale of most of Culver City land uses. Development within

these adjacent areas, although outside Culver City's control, result in increased demand on infrastructure and municipal services, congestion due to through-traffic, overflow parking demands, and crime concerns, which are both real and perceived threats to Culver City's quality of life.

To address such issues of land use compatibility, a "Sphere of Influence" boundary was established by the Los Angeles County Local Agency Formation Commission (LAFCO) to "...plan for the probable ultimate physical boundaries and service areas of a local agency". For Culver City, the Sphere of Influence is established along La Cienega Boulevard and at Green Valley Circle and Centinela Avenue, excluding Ladera Heights. (See Figure LU-1, *Sphere of Influence*.) The Land Use Element discusses lands within the Sphere of Influence in order to address issues of adjacent land use compatibility, to coordinate land use policy with adjacent jurisdictions and to propose land use policy for areas of potential annexation.

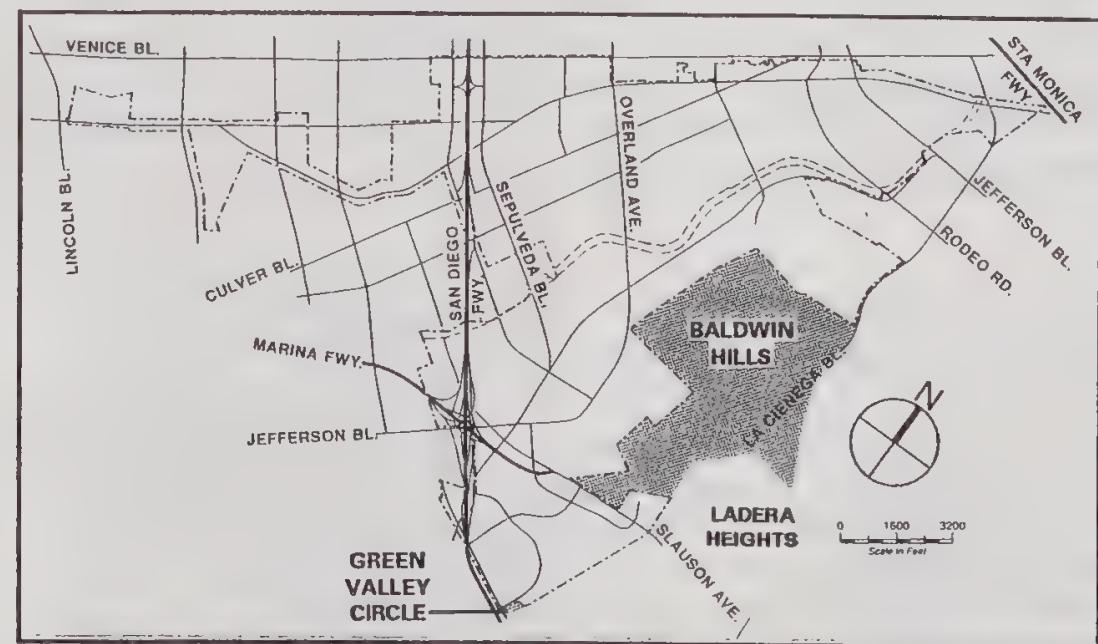


FIGURE LU-1
Sphere of Influence

In addition to this Sphere of Influence, the City considers the influence of planned development within a planning area that may extend beyond the Sphere of Influence. This planning area encompasses territory in which development may bear a relation to the City's planning. Projects within the planning area are reviewed for their potential impact on Culver City. The limits of the planning area vary, based on the size and nature of specific developments.

EXISTING LAND USES AND PATTERNS. Today Culver City's 4.94 square miles of low to medium density developments convey the qualities of a small-town, punctuated with clusters of medium density development. (See Figure LU-2, 1991 *Existing Land Use Survey*.)

Residential neighborhoods, defined by obliquely angled streets, form the basis of the City's planning areas. This somewhat discontinuous grid system surrounds these neighborhoods with studio, industrial and commercial uses of varying types and intensity. Business centers, parks and street trees further define the areas. As a nearly built-out City with only 5.2 percent of its land undeveloped, new development will occur through infill, reuse, intensification or annexation.

Visual Character, Streetscape and Urban Design. Varied topography, cohesive residential neighborhoods, street trees, open space and a strong historic heritage provide Culver City with positive elements that enhance its visual character. (See Figure LU-3, *Urban Design Analysis*.) Although most of the City's land area is flat, the Culver Crest and Blair Hills areas are nearly 300 feet higher than surrounding areas. These Culver City hillsides can be seen from much of the surrounding area south and east of the intersection of the San Diego (I-405) and Santa Monica (I-10) Freeways. The nearly 270 degree views from these hilltops reveal a mosaic of tree-lined streets in

small-scale residential neighborhoods, punctuated by larger activity centers. The future use of the undeveloped land in Blair Hills, therefore, can have a dramatic effect on the visual image of the City.

The Downtown Revitalization Plan, instituted in 1992, and the East Washington Boulevard Commercial Revitalization Plan established design guidelines to enhance their respective areas. The Sepulveda Boulevard Storefront Improvement Program, adopted in 1989, also includes urban design guidelines to improve the area's economic vitality through enhance visual identity. Other areas of the City, especially commercial corridors, have suffered from a loss of visual continuity and orientation caused by discontinuous street grids; discontinuous City boundaries; and lack of cohesive design guidelines. Similar urban design standards relating to streetscape, identity, and historic landmarks could be applied to business areas throughout the City.

Residential. Over 60.3 percent of the City's total land area is currently in residential use, over half of which is in single family neighborhoods. These neighborhoods have strong identities and many residents choose to remodel rather than move when their housing needs increase. Issues in these single-family areas are primarily the protection and enhancement of neighborhood character. Neighborhoods that were initially developed as single family, but are zoned for multiple family development and are experiencing transition to duplex or multiple-family units, have similar needs concerning the protection of neighborhood character. Redevelopment of these properties to provide additional housing units can overpower adjacent smaller homes if the new development is not sensitive to established rhythms and typology. Multiple family planned developments have been very successful in the City and comprise nearly one-third of the City's total housing units.



EXISTING LAND USE DESIGNATIONS

LOW DENSITY RESIDENTIAL	
	Commercial
	Single Family
	Industrial
	Two Family
	Open Space - Parks
	Open Space - Ballona Creek
MULTIPLE FAMILY RESIDENTIAL	
	Cemetery
	Low Density (15 DU/Acre or less)
	Medium Density (15 - 20 DU/Acre)
	Other Density (Over 29 DU/Acre)
	Studio
	Public Facilities, Schools, Utilities
	Churches, Hospitals, Convalescent Homes
	Oil Extraction
	Vacant

FIGURE LU-2
1991 Existing Land Use Survey

CITY OF CULVER CITY
GENERAL PLAN



Source: Based on November 11, 1991 Existing Land Use Survey, City of Culver City

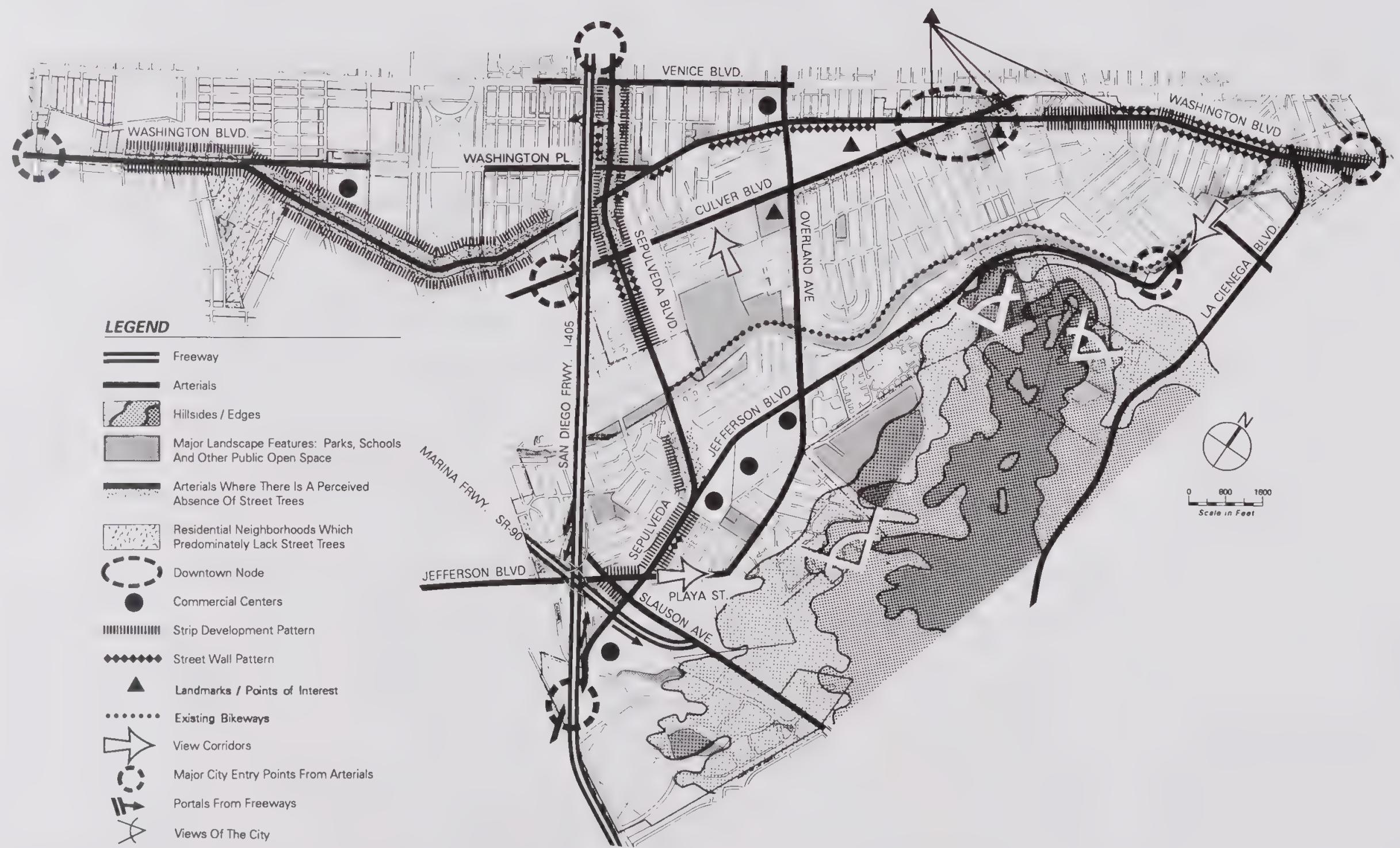


FIGURE LU-3

Urban Design Analysis

CITY OF CULVER CITY
GENERAL PLAN



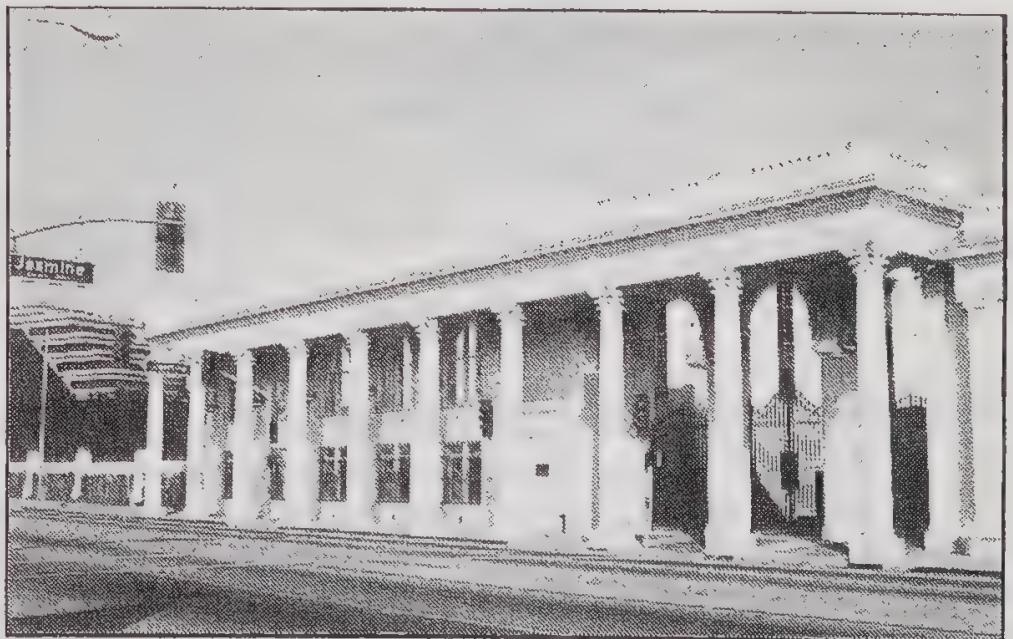
Non-residential. Non-residential land uses form an aggregate 37 percent of the City's land areas; commercial at 17.4 percent; studio at 2.3 percent; oil extraction at 0.5 percent; industrial land at 6.6 percent; and public and quasi-public lands at 10.1 percent. Current land use breakdowns reflect an increase in commercial uses and a decrease in industrial and studio uses since the 1978 General Plan. Market forces and regulatory controls permitting a turnover of industrial to commercial uses have contributed to this trend. As a percentage of total City acreage, however, these uses have remained relatively constant.

Today, non-residential land use issues within the City have less to do with land area and more to do with the quality of development. As new developments have replaced older uses, the physical development patterns have become fragmented. Although the City's larger business centers are attractive and successful, commercial corridors exhibit abrupt changes in the scale of development and lack of consistency in land use and visual identity.

Open Space. Culver City's well-maintained parks and mature street trees are the pride of its residents. In addition to the City's 90 acres of parkland, Holy Cross Cemetery, Hillside Memorial Cemetery and the undeveloped Blair Hills area enhance the visual open space character of Culver City. Actual parkland, however, is still deficient by 27 acres relative to the City's established standard of 3 acres of local parkland per 1,000 residents. While most neighborhoods have centrally located parks, others lack safe or convenient pedestrian access to parks or other open space amenities. Opportunities to protect and increase open space amenities require aggressive policies on the part of the City to acquire and maintain these additional open space resources.

Historic Structures and Landmarks. Culver City has a rich collection of historic structures that reflect its development over the past century. In recognition of the importance of these landmarks, the City completed a historic resources survey and in 1991 adopted a Historic Preservation Program to preserve the City's heritage for present and future generations. The program established a three-tier system, using the designations of "landmark", "significant" and "recognized" to classify structures based on importance to the community.

The City Council has designated 16 landmark buildings, one landmark district, 21 significant structures, and 70 other buildings as recognized. Preservation of these buildings will help maintain and emphasize the historic character of the community while permitting and encouraging their economic re-use.



Colonnade - Historic Landmark

Redevelopment and Commercial Revitalization. Between 1971 and 1975 Culver City defined three Redevelopment Project Areas for encouraging reinvestment and physical improvements in blighted portions of the City. (See Figure LU-4, *Redevelopment Project Areas*.)

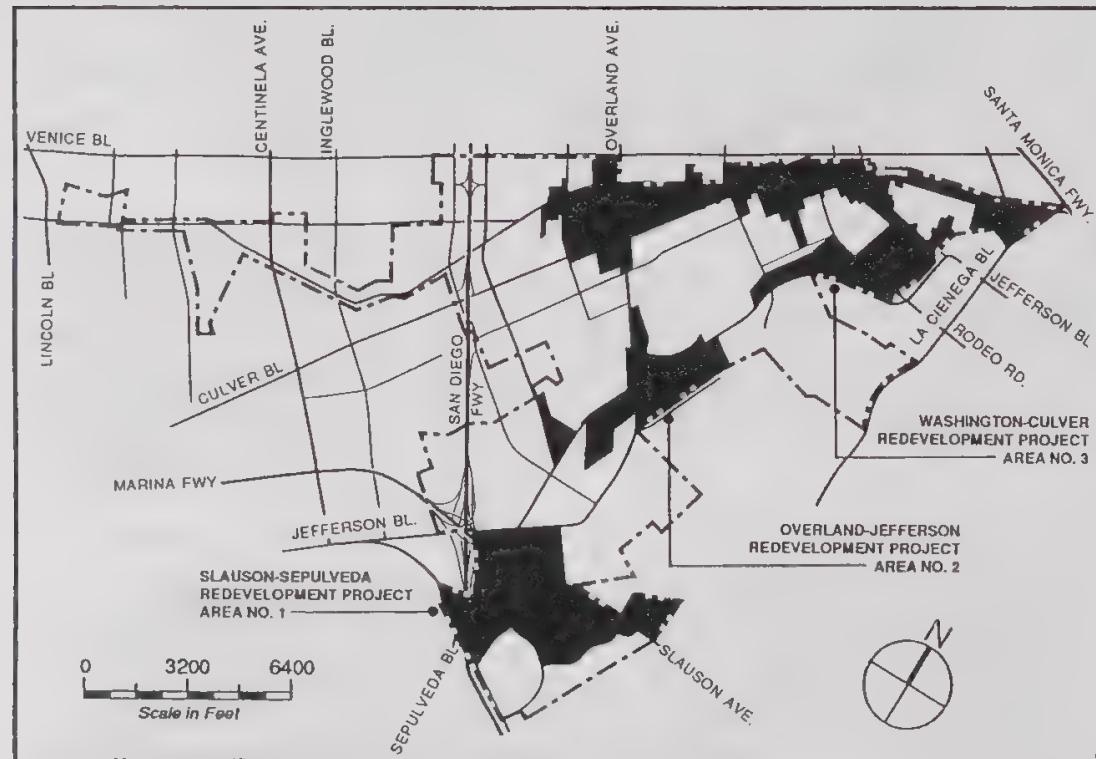


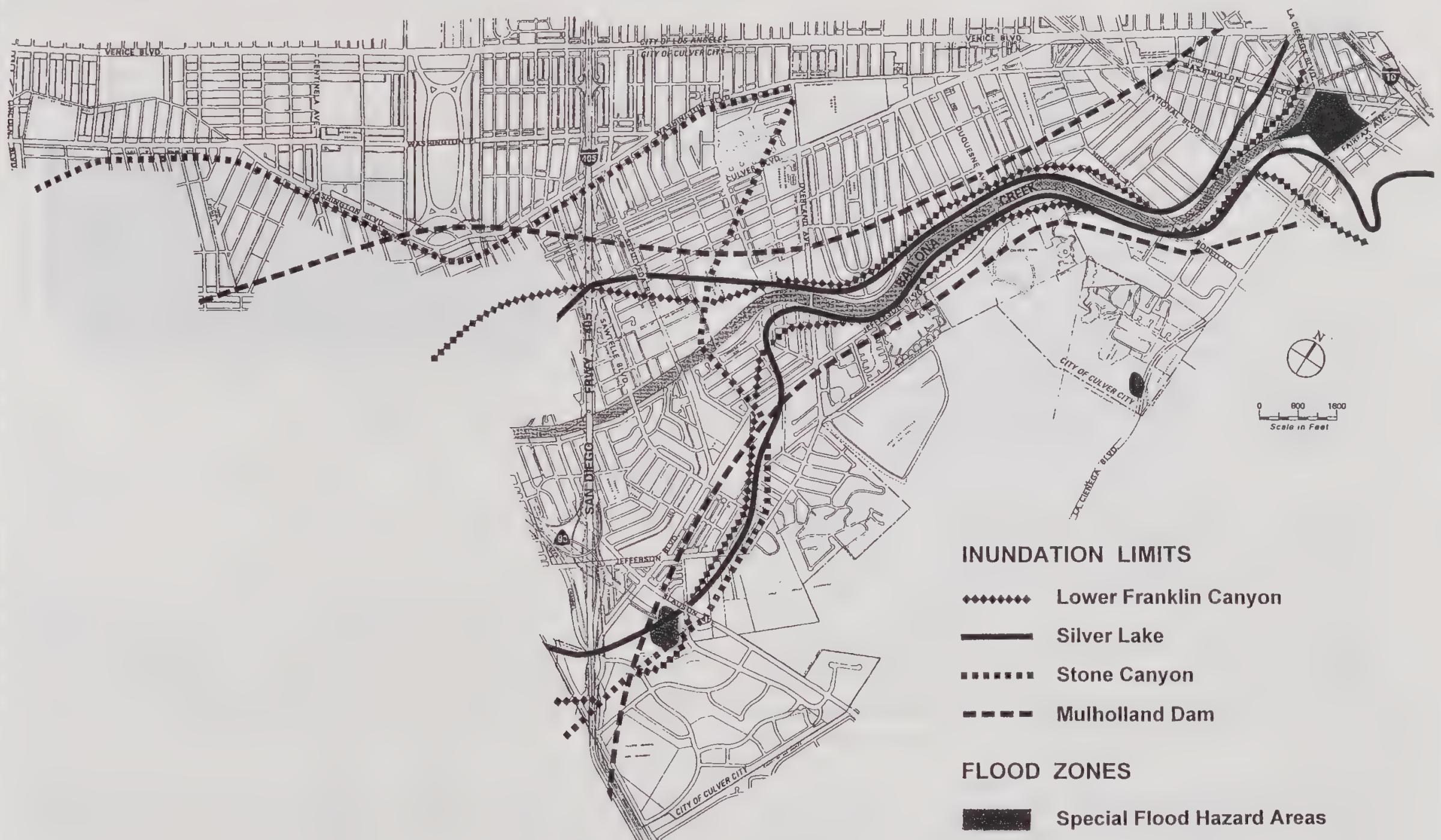
FIGURE LU-4
Redevelopment Project Areas

The three areas, Slauson-Sepulveda, Overland-Jefferson and Washington-Culver, have already experienced successful commercial, residential and public improvement projects. The Redevelopment Agency has established Storefront Revitalization Programs for East Washington Boulevard, and Design for Development Standards for various agency-owned properties within each of the Project Areas. In addition to redevelopment efforts, the City administers other enhancement and revitalization programs, such as Art in Public Places and the Sepulveda Boulevard Commercial Revitalization Program.

Areas Subject to Flooding. The central lowland portion of Culver City occupies the flood plain of the historical westward flowing Los Angeles River, now the Ballona Creek flood control channel. The narrowest section of the flood plain, referred to as Ballona Gap, lies between the Baldwin Hills and Beverly Hills.

Today ground and storm water from the City and surrounding areas are drained mainly by Ballona Creek, and by the Centinela Creek and Sawtelle-Westwood Storm Drain Channels, its two major tributaries. All three are concrete channels and provide adequate flood protection for 100-year or greater flood events. The Culver City storm drain system is improved (or is sized/built) to carry a ten-year frequency storm flow. The Los Angeles County Drainage Area Final Feasibility Report, prepared by the U.S. Army Corps of Engineers, Los Angeles District, December 1991, and updated February 1992, indicates that the area east of Ballona Creek near Washington Boulevard and La Cienega Boulevard to the City limits would be subject to inundation from a 200-year storm.

National Flood Insurance Program maps also identify the area between La Cienega Boulevard and Ballona Creek north of Perry Drive as subject to risk from a 100-year flood due to potential overflow of the Ballona Creek Channel in that area. Risk of flooding from a 200-year storm would also come from storm flow break-out from the Los Angeles River in an area between the Pasadena Freeway (SR-110) and the Santa Monica Freeway (I-10) which would spread westward over much of central Los Angeles and into the northeast corner of Culver City. The Los Angeles County Drainage Area Final Feasibility Report also indicates an area within the parking area of the Fox Hills Mall is at risk from a 500-year flood. Figure LU-5, *Areas Subject to Flooding*, identifies areas with potential for flooding and the flood insurance zones established by the U.S. Department of Housing and Urban Development (HUD).



SOURCE: City of Los Angeles, Department of Water and Power, 1976, U.S. Army Corps of Engineers, 1986



CITY OF CULVER CITY GENERAL PLAN

L A N D • U S E • E L E M E N T

FIGURE LU-5 Areas Subject to Flooding

TABLE LU-2

**RESIDENTIAL DEVELOPMENT VS. ALREADY APPROVED AND ASSUMED DEVELOPMENT
EXISTING (1991) AND GENERAL PLAN UPDATE FORECAST (YEAR 2000 AND 2010)**

LAND USE TYPE	EXISTING UNITS	GENERAL PLAN UPDATE UNITS YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED AND ASSUMED YEAR 2000	GROWTH BEYOND KNOWN/ASSUMED PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 TO 2000	ALREADY APPROVED AND ASSUMED YEAR 2010	GROWTH BEYOND ASSUMED PROJECTS YEAR 2010	GENERAL PLAN UPDATE UNITS YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Single Family	5,777	5,844	67	118	(51)	-0.9%	400	(75)	6,169	392
Two Family	1,480	1,512	32	0	32	2.2%	0	12	1,524	44
Low Density Multiple Family	345	535	190	173	17	4.9%	150	34	719	374
Medium Density Multiple Family	9,592	9,792	200	174	26	0.3%	0	29	9,821	229
Mobile Home	167	167	0	0	0	0.0%	0	0	167	0
Mixed Use	33	45	12	0	12	36.4%	0	21	66	33
Residential Total	17,394	17,895	501	465	36	0.2%	550	21	18,466	1,072

Source: City of Culver City, 1995

Note: The forecasted growth in the single family land use category will experience a loss of units as a result of under-developed properties developing to the permitted density and those in the non-residential areas are converted to non-residential uses.

Already Approved Projects Year 2000

Assumed Projects Year 2000:

Playa Pacific	173	Low density multiple family
Vista Pacifica*	118	Single family
Studio Drive-In Site	124	Medium density multiple family
Interim City Hall Site	50	Medium density multiple family
Sub-total	465	

Assumed Project Year 2010

County Annexation Area	400	Single family
County Annexation Area	150	Low density multiple family
Sub-total	550	

*The "Vista Pacifica Project" approved by the City Council May 28, 1996, includes 185 attached and detached single-family homes in the Culver City portion of the project site.

TABLE LU-3

NON-RESIDENTIAL DEVELOPMENT AND EMPLOYMENT

EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND 2010)

LAND USE TYPE	1991 EXISTING	1991 - 2000						2000 - 2010		
		EXISTING GENERAL PLAN GROWTH	GENERAL PLAN UPDATE GROWTH	DIFFERENCE	EXISTING GENERAL PLAN BUILDOUT	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE	GENERAL PLAN UPDATE GROWTH	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE
NON-RESIDENTIAL										
Commercial Sq Ft	12,156,360	1,475,700	1,530,700	55,000	13,632,060	13,687,060	11.18%	2,069,400	15,756,460	13.13%
Industrial Sq Ft	1,995,860	81,825	81,825	0	2,077,685	2,077,685	3.94%	(152,700)	1,924,985	-7.93%
Institutional Sq Ft	2,043,150	56,720	56,720	0	2,099,870	2,099,870	2.70%	0	2,099,870	0.00%
Studio Sq Ft	2,010,580	440,094	440,094	0	2,450,674	2,450,674	17.96%	591,500	3,042,174	19.44%
Non-Residential Total Square Feet	18,205,950	2,054,339	2,109,339	55,000	20,260,289	20,315,289	10.38%	2,508,200	22,823,489	10.99%
EMPLOYMENT										
Commercial	36,184	3,386	3,587	201	39,570	39,771	9.02%	5,311	45,082	11.78%
Industrial	883	188	188	0	1,071	1,071	17.55%	(351)	720	-48.75%
Institutional	3,620	102	102	0	3,722	3,722	2.74%	0	3,722	0.00%
Studio	4,021	1,364	1,364	0	5,385	5,385	25.33%	1,834	7,219	25.41%
Total Employment	44,708	5,040	5,241	201	49,748	49,949	10.49%	6,794	56,743	11.97%

Source: City of Culver City, 1995

Note: The growth represented in this table is based on already entitled projects and forecasted background growth through infill development.

TABLE LU-4

NON-RESIDENTIAL DEVELOPMENT vs ALREADY APPROVED DEVELOPMENT

EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND YEAR 2010)

LAND USE TYPE	EXISTING SQUARE FEET	GENERAL PLAN UPDATE SQUARE FEET YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED YEAR 2000	GROWTH BEYOND KNOWN PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 - 2000	ALREADY APPROVED YEAR 2010 or UNDERGOING CEQA REVIEW	GENERAL PLAN UPDATE SQUARE FEET YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Commercial	12,156,360	13,687,060	1,530,700	1,165,853	364,847	3.0%	513,197	15,756,460	3,600,100
Industrial	1,995,860	2,077,685	81,825	131,825	(50,000)	-2.5%	0	1,793,160	(202,700)
Institutional	2,043,150	2,099,870	56,720	56,720	0	0.0%	0	2,099,870	56,720
Studio	2,010,580	2,450,674	440,094	440,094	0	0.0%	591,500	3,042,174	1,031,594
NON-RESIDENTIAL TOTAL	18,205,950	20,315,289	2,109,339	1,794,492	314,847	1.7%	1,104,697	22,691,664	4,485,714

Source: City of Culver City, 1995

Note: The Industrial Land Use category is expected to be decrease by 50,000 sq ft by Year 2000 and an additional 152,700 sq ft by Year 2010 as existing industrial space is converted to commercial use in the Hayden Tract Industrial Area Focused Special Study.

Already Approved Year 2000:

Marina Place	823,000	sq ft commercial, retail
Corporate Pointe (700)	265,365	sq ft commercial, office
Kite and Triangle Sites	72,488	sq ft commercial, retail plus net restaurant
The Culver Studios	94,594	sq ft commercial, considered office space in original forecast, includes studio, net new
Howard Industries	126,825	sq ft industrial, wholesale warehouse, net new
City Hall	56,720	sq ft institutional, net new development
Sony Pictures Entertainment	345,500	sq ft studio
Pittard Sullivan Fitzgerald	10,000	sq ft commercial, graphics (5,000 sq ft commercial and 5,000 sq ft industrial), net new
Sub-total	1,794,492	sq ft

Already Approved Year 2010:

Undergoing CEQA review (Year 2010)

Sony Pictures Entertainment	591,500	sq ft studio
Corporate Pointe (800 and 900)	513,197	sq ft commercial, office

Culver City's Year 2010 forecast of residential development includes some recycling of lots that are currently developed below permitted densities, redevelopment of the Studio Drive-In at Jefferson and Sepulveda Boulevards and Interim City Hall at Overland Avenue and Culver Boulevard, and development in the Blair Hills and Los Angeles County annexation areas. This would generate an annual increase of approximately 48 dwelling units. The forecast assumes that future development will comply with applicable zoning standards that define permitted residential density by the number of units per acre.

Culver City regulates the intensity of commercial, studio and industrial uses by defining setback, parking, open space and design regulations. Based on these standards, as well as market demand, redevelopment efforts and community preferences, the forecast illustrated in Table LU-4, *Non-Residential Development vs. Already Approved Development*, anticipates a 10.99 percent increase in the amount of non-residential development. This increase includes the development and expansion of such major projects as the Sony Studios, Marina Place Shopping Center site, Culver Center, Corporate Pointe, and other projects in the Fox Hills area. It also foresees substantial investment in commercial, civic and studio uses in and near Downtown, and commercial revitalization in the western and eastern Washington Boulevard commercial corridors. Some redevelopment of currently developed lots to greater intensity is also likely. The forecast level of development would result in the addition of about 243,000 square feet of development per year, mostly situated in commercial centers.



Corporate Pointe

LAND USE ELEMENT MAP. The Land Use Element includes policies expressed through the text of the Element and a Land Use Element Map which identified land use designations for all areas of the City. The land use policy text is organized according to citywide goals, objectives and policies, followed by a section containing policies for specific Sub-Areas of the City, and then by implementation measures for appropriate policies in the Land Use Element text.

The land use designations support the objectives and policies of the Land Use Element and indicate the commitment of the City to a particular type and intensity of land use within a given area. Land use designations focus commercial and industrial development into cohesive districts, allow new housing opportunities, and protect the City's open space resources. Land uses within each category may be further refined by the Zoning Ordinance, Redevelopment Agency policies, design guidelines or other implementation mechanisms. Figure LU-7, *Land Use Element Map* includes the following designations:

RESIDENTIAL. Residential designations are defined by allowable maximum densities. The specified densities correspond to residential zones which regulate height, setback and lot coverage for each density. None of the residential categories preclude less dense development resulting from either fewer units or larger development parcels. Certain non-residential uses may also be permitted in a residential designation where expressly allowed and strictly controlled by City ordinance.

Low Density Single Family (up to 8.7 dwelling units per net acre). Low Density Single Family allows one dwelling unit per lot or development parcel. This designation is consistent with existing single family neighborhoods and is intended to protect their existing densities and character. Lots with this designation are typically 5,000 square feet, although some of the lots in older neighborhoods are smaller.

Low Density Two Family (up to 17.4 dwelling units per net acre). Low Density Two Family allows one to two dwellings per lot or development parcel on parcels of not less than 5,000 square feet. This designation provides additional low-density housing opportunities and protects the low-density character of existing neighborhoods. Lots with this designation are typically 4,000 to 5,000 square feet. The smaller lots were recorded when standards were 2,000 square feet per unit.

Low Density Three Family (up to 29 dwelling units per net acre). Low Density Three Family allows up to three dwelling units per development parcel at not less than 1,500 square feet of net lot area per unit. The intent of this designation is to reduce the potential impacts of overcrowding on adjacent neighborhoods of lower density, while still allowing for additional housing opportunities. This designation is assigned to lots along McLaughlin Avenue that were previously designed for Medium Density Multiple Family, but which have not been developed to that density.



Typical Low Density Neighborhood



Low Density Multiple Family (up to 15 dwelling units per net acre). Low Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of quality large-scale, reasonably affordable low density housing on individual development parcels of 15,000 square feet or more. Typically, these parcels are suitable for large-scale development in terms of compatible adjacent uses, environmental constraints and location on or near major streets.

Medium Density Multiple Family (up to 29 dwelling units per net acre). Medium Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of reasonably affordable, quality medium density housing on individual development parcels of up to 13,000 square feet, with the exception of Grand View Boulevard. (See Objective 24. Policy 24.G.) Typically, these parcels are located on or near major streets.

Planned Residential Development (flexible number of units). The Planned Residential Development designation is established in recognition of existing or proposed large residential complexes which often consist of more than one building on a site of one acre or larger. The intent of this designation is to take advantage of the opportunity provided by large-scale development parcels to develop a residential complex that integrates aesthetic and functional design both within the complex and with the larger community. Of equal importance are landscaped and recreational areas, architectural design and various property development standards established by the City. Average densities exceed current multiple family residential densities and vary considerably due to a number of factors. Senior housing built



Low Density Multiple Family



Medium Density Multiple Family

in the 1980s and 1990s with density and other bonus incentives have densities up to 82 dwelling units per acre because of the small size of the units and reduced parking requirements. In Fox Hills, up to 72 dwelling units per acre were built prior to 1970, and along Jefferson Boulevard up to 43.5 dwelling units per acre were built in the 1970s.

COMMERCIAL. The Commercial designations are established to support desirable existing uses and to provide a clear direction for future development. The commercial designations are distinguished primarily as "Center" and "Corridor" uses. Commercial Centers include an aggregation of small- to large-scale commercial uses that share common parking facilities as part of a single development, such as shopping centers and office complexes. Commercial Corridor refers to small to medium scale uses that occur individually along major streets.

The subcategories of commercial land use are designed to indicate the commitment of the City to a particular emphasis and intensity of land use within a given area. The land use designation is intended to focus and encourage the identified range of uses, rather than to restrict other commercial uses. Designations also address urban design, access, housing opportunities, and revitalization. Residential and commercial uses can coexist when specific uses and design characteristics are analyzed for compatibility. None of the Commercial designations, however, should necessarily allow every conceivable type of use allowed or promoted in the other commercial designations, or in each of the "C" (Commercial) zoning categories. These land use designations will be further refined through drafting of new zones that emphasize specific uses and development patterns.

Any of the commercial designations may have more than one zoning category that responds to specific use groupings or to

design standards/restrictions. In particular, the designations General Corridor and Regional Center would lend themselves to multiple zoning categories.

Neighborhood Serving Corridor. This designation allows a range of small-scale commercial uses with an emphasis on neighborhood serving retail. It is intended to serve the needs of adjacent residential neighborhoods and nearby businesses by encouraging desirable existing and future uses such as sidewalk cafes, bakeries, dry cleaners, small markets, tax services, medical offices and small scale mixed-use residential opportunities. The designation is characterized by a two-story maximum height limit, with three stories allowed in selected areas, and the location of buildings adjacent to the sidewalk to encourage and foster pedestrian activity and a hospitable pedestrian environment. This designation is applied to limited sections of Sepulveda Boulevard, Washington Place, Overland Avenue, and Culver Boulevard.



Neighborhood Serving Character

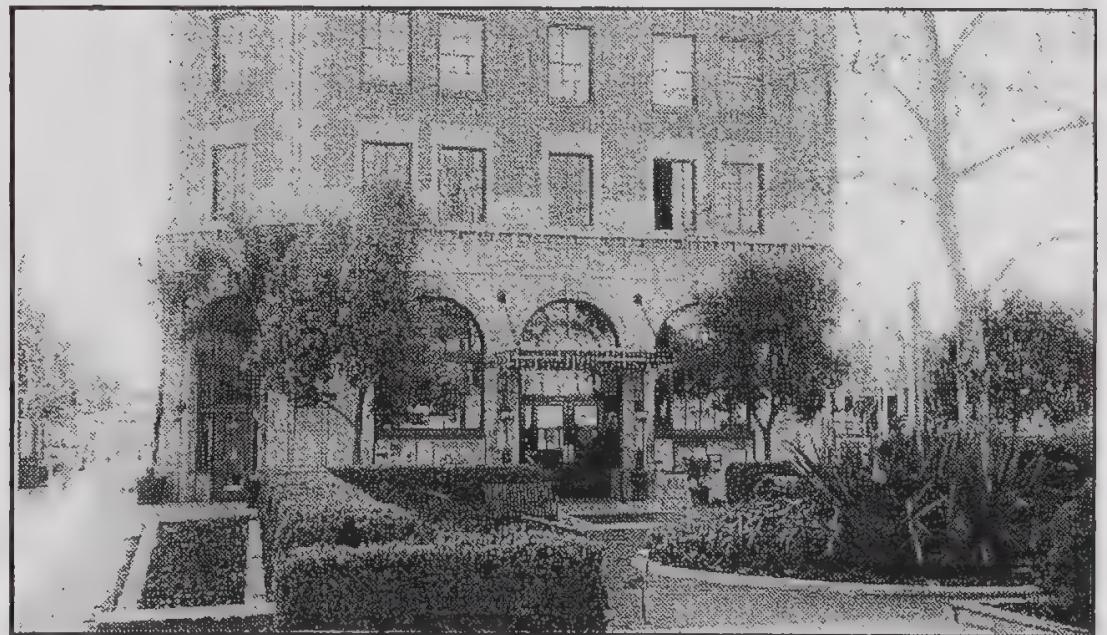
General Corridor. This designation allows a range of small-to-medium-scale commercial uses, with an emphasis on community-serving retail to which patrons often travel by car. It is intended to support desirable existing and future neighborhood and community serving commercial uses, and limited medium-density housing opportunities compatible with adjacent residential neighborhoods. The designation is characterized by areas with a two- to three-story height limit, recognizing its proximity to residential neighborhoods, and other areas with up to a 56-foot height limit. This designation is generally applied to sections of Sepulveda, Washington, Venice and Jefferson Boulevards, Centinela and Slauson Avenues.

Downtown. This is a unique designation for the Downtown area that allows medium and large-scale commercial uses and shared parking, with specific use restrictions and design standards. It is intended to support desirable existing and future commercial uses and mixed-use housing opportunities within the Downtown area, and to encourage a pedestrian-friendly environment with a positive nightlife ambiance. Allowed uses include restaurants, sidewalk cafes, specialty retail, and urban services that serve adjacent neighborhoods and the community as a whole. The designation is characterized by a two- and three-story height limit, buildings located adjacent to the sidewalk, and parking restricted to the rear or underneath the building, wherever possible.

Community Serving Center. This designation allows medium-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial centers that serve a citywide or community market area. These centers could serve both residential and business communities by providing uses such as supermarkets, pharmacies, restaurants, banks, office supplies, copy services and retail stores. The designation is characterized by a two- to three-story height limit and landscaped setbacks. This designation is



Downtown



Culver Hotel/Town Park

applied to shopping centers such as Culver Center, Raintree Plaza, Centinela Plaza and the Fox Hills Plaza and could be applied to developments that include retail or other commercial uses of similar scale.

Regional Center. This designation allows large-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial developments that serve a regional market area and would serve both the residential and business communities. The designation is characterized by varying height limits from two stories to 56 feet, expansive landscaped setbacks, and a minimum parcel size. This designation is applied to existing retail, office, and business park uses such as Fox Hills Mall, Studio Village Shopping Center, Corporate Pointe, and Fox Hills Business Park, and could be applied to entertainment, hotel, retail and office uses of similar scale.

INDUSTRIAL. The Industrial designations are established to strengthen and protect successful existing uses while encouraging desirable and creative new developments. The industrial subcategories are designed and intended to address appropriate limits of commercial and residential use, studio and studio supporting activities, access, parking, and aesthetics standards. Residential and industrial uses, or commercial and industrial uses, can coexist when specific uses and design characteristics are analyzed for compatibility.

No Industrial designation, however, should necessarily allow every conceivable type of use allowed or promoted in the other industrial designations, or in each of the manufacturing or industrial zoning categories. These new land use designations will be further refined through the drafting of new zones that emphasize specific uses. Maximum building intensity, specific types of use, and development standards shall be controlled by zoning based on lot size and location.

Light Industrial. This designation allows a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures. Commercial and live-work residential uses also would be allowed. It is designed and intended to protect adjacent residential areas while allowing clean, quiet industry, commercial office, and residential live-work uses.

Industrial Park. This designation allows industrial uses that can be contained within wholly enclosed structures and permits shared parking. It also would allow commercial uses such as office and only employee-supporting retail, but would preclude residential and large-scale retail uses. It is designed and intended to support low traffic-generating uses with limited parking demands within a visually unified area. Parking, vehicle access and aesthetics would be addressed for the area as a whole, rather than on a building-by-building basis. This designation is applied to Westside Business Park (Jefferson Bl. northeast of Overland Ave.) and would be appropriate to areas of high visibility and heavily traveled streets.



Westside Business Park

Industrial. This designation allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. Commercial uses, particularly those that support or service daytime industrial employees, also would be allowed. Residential uses may be permitted only if included as part of a Focused Special Study. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

STUDIO. This designation recognizes the long-standing existence of studio uses within Culver City. It is designed and intended to encourage and support studio and media businesses, while ensuring their future expansion will minimize potential impacts on adjacent residential land uses. It recognizes the unique densities, uses and relationships of activities on a studio lot, which are addressed specifically through a comprehensive plan.

CEMETERY. This designation recognizes the long-standing existence and the future continuance of the Hillside Memorial and Holy Cross Cemeteries in the Fox Hills and Southern-Central Sub-Areas. It is intended to protect their future existence and to allow anticipated and well-planned expansion.

OPEN SPACE. The Open Space designation is established to protect Culver City's open space resources that include public or private land. It is designed and intended to preserve existing and encourage future parks, open space and recreation opportunities.

Open Space Definitions. Definitions of open space are provided to identify types of open space resources and to



Culver Studios Mansion

provide guidance for establishing specific open space goals within the General Plan Open Space Element. The following definitions are not intended to restrict use or control development of these resources.

Active Recreation consists of usable open space areas such as formal playing fields, courts and facilities for organized play and Class I bicycle paths.

Passive Recreation includes landscaped open space areas that are used for passive activities such as picnicking, walking and informal gatherings.

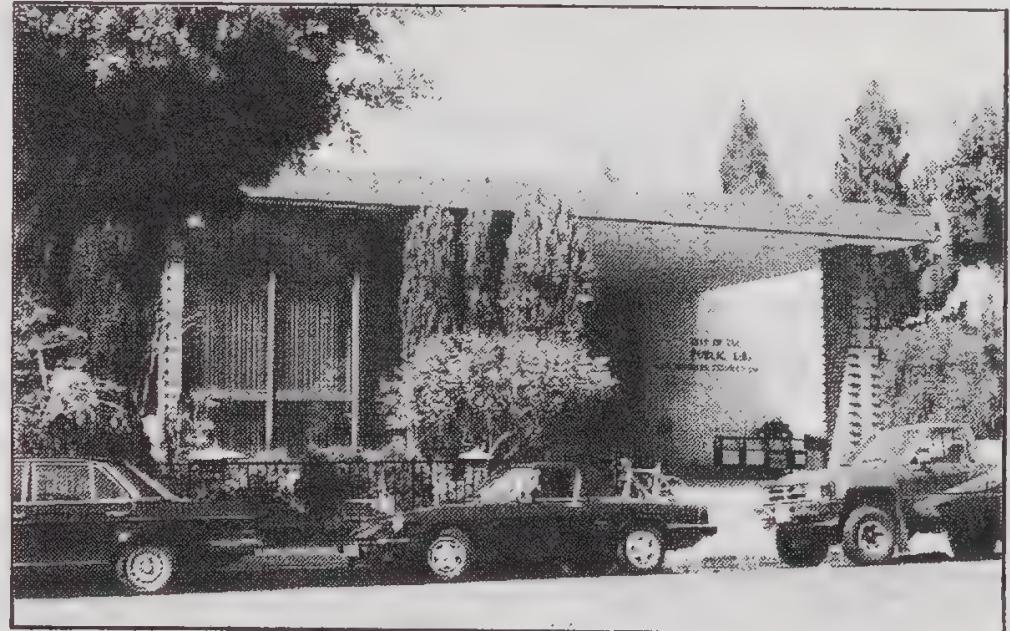
Visual Open Space includes landscape areas within or adjacent to public rights-of-way, streetscape improvements, and desirable urban design features which visually link neighborhoods and businesses throughout the City. This definition may be applied to setbacks, parkways, medians and other land within the public view.

Natural Areas include valuable or sensitive natural resources, particularly biologically significant habitats within Blair Hills. These areas are either privately or publicly owned. For areas defined as natural, appropriate access might be unpaved pedestrian trails, and structural development, while vehicular access and active recreation uses could be considered incompatible.

INSTITUTIONAL. This designation serves two purposes. The first is to identify and protect by land use the City's in-patient health centers. The second is to identify, for informational purposes only, the location of existing uses that serve the public interest, such as schools, libraries, fire stations, police stations, government offices, utility stations and hospitals. The *Land Use Element Map* (Figure LU-7) identifies institutional use by symbols representing four distinct types of public and quasi-public uses:

- *Government Facility*
- *School*
- *Utility*
- *Health Center*

Table LU-5, *Land Use Designations Summary*: Culver City, lists the individual land use designations and relates them to existing zoning classifications, development type, and density/intensity. Table LU-6, *Land Area by Land Use Designation*: Culver City lists the total area of each land use designation in gross acreage and percent of the City. (See Figure LU-7, *Land Use Element Map* for additional reference.)



Culver City Public Library



Jefferson Boulevard Streetscape

TABLE LU-5
LAND USE DESIGNATIONS SUMMARY: CULVER CITY

LAND USE DESIGNATIONS	ZONE	DEVELOPMENT TYPE	DENSITY/INTENSITY
Low Density Single Family	R-1	single-family	8.7 du/ac
Low Density Two Family	R-2	duplex	17.4 du/ac
Low Density Three Family	*	triplex	29 du/ac
Low Density Multiple Family	R-3	apartments/condominiums	15 du/ac
Medium Density Multiple Family	R-4	apartments/condominiums	29 du/ac
Planned Residential Development	R-3, P-D	apartments/condominiums	43.5 to 82 du/ac
Neighborhood Serving Corridor	[C-1, C-2]	small-scale retail, cafe, service and residential uses	**
General Corridor	C-3	medium-scale commercial, automotive, hotel, restaurant, office, retail and services	**
Downtown	[C-3]	pedestrian oriented/upscale retail	**
Community Serving Center	[C-3]	medium office/retail centers with shared parking	**
Regional Center	[C-3, C-3A, C-3B, C-3E]	large office/shopping centers with shared parking	**
Light Industrial	C-3E, M-1A	individual enclosed uses	**
Industrial Park	L-M	low parking demand, enclosed uses with shared parking	**
Industrial	[M-1, M-2]	industrial and commercial uses	**
Studio	S-1	office/storage/stage	**
Cemetery	H		**
Open Space	*	park/recreation facilities	**
Institutional	all	civic center, schools, health centers	**

[] Indicates closest existing zone to intended land use.

* Indicates need for new zone to be created to support new land use designation.

** Determined site-by-site based on adjacent uses and required setbacks.

TABLE LU-6
LAND AREA BY LAND USE DESIGNATION: CULVER CITY

LAND USE DESIGNATION	1996 LAND USE ELEMENT MAP	
	GROSS ACREAGE ^a	PERCENT
Low Density Single Family	967.7	30.5%
Low Density Two Family	254.2	8.0%
Low Density Three Family	4.5	0.1%
Low Density Multiple Family	73.2	2.3%
Medium Density Multiple Family	221.9	7.0%
Planned Residential Development	171.6	5.4%
Neighborhood Serving Corridor	7.7	0.2%
General Corridor	239.7	7.6%
Downtown	25.0	0.8%
Community Serving Center	23.8	0.8%
Regional Center	239.3	7.5%
Light Industrial	35.2	1.1%
Industrial Park	62.6	2.0%
Industrial	151.2	4.8%
Studio	64.6	2.0%
Cemetery	86.9	2.7%
Open Space	248.0	7.8%
Institutional	7.6	0.2%
Freeways and Primary Arteries	285.4	9.0%
TOTAL	3,170.1	100.0%

^a Acreage includes neighborhood streets and alleys. Where different designations are across a street, the street centerline splits the designations.

SPECIAL STUDIES AND PLANS. Special studies or planning areas are proposed as implementing mechanisms for areas of special need. “Citywide Special Studies” are tools for implementing planning policies.

“Focused Special Studies” designate areas identified as having special conditions, needs or potential, and which would benefit by a detailed evaluation of and recommendations for land use.

Citywide Special Studies currently identified include the following:

1. ***Urban Design Plan.*** An Urban Design Plan would include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards.
2. ***Citywide Bikeway Plan.*** A Citywide Bikeway Plan would identify types of bikeways and establish specific bikeway standards and support facilities.

Focused Special Studies may address issues such as allowable land use patterns, design standards, zoning and other property development standards including setbacks and height. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation and implementation measures; and also will identify potential changes in land use that may be appropriate to meet future needs. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the interim land use for the following three special study areas.

1. ***Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study:*** Open Space, Residential, and Industrial. (See Implementation Measures Section.)

2. ***Ballona Creek Focused Special Study:*** Open Space. (See Implementation Measures Section.)

3. ***Hayden Tract Industrial Area Focused Special Study:*** Industrial. (See Implementation Measures Section.)

The remaining special study areas are more limited in scope and are not designated on the Land Use Element map.

4. ***Culver Boulevard Focused Special Study.***

5. ***Kinston Avenue Focused Special Study.***

6. ***Wade Street Focused Special Study.***

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.

Culver City derives strength and stability from its tree-lined residential neighborhoods, the majority of which surround neighborhood parks. (See Figure LU-8, City Neighborhoods.) More than half of these are established single-family neighborhoods or multiple-family planned developments. These neighborhoods have strong identities, consistent quality of development and will undergo physical change very gradually over the next 20 years.

Other neighborhoods, which have been developed with single-family residential uses, are transitioning into two-family or multiple-family uses, as permitted by the underlying zoning and land use designation. Typically, these areas are surrounded by major streets and businesses and are within walking distance of transportation corridors and activity centers.

The areas of medium-density housing have higher occupancy and higher parking demand. Lots currently developed below permitted density within these neighborhoods represent the primary opportunities for additional housing opportunities within the City over the next several years.

As a nearly built-out community of low- to medium-density neighborhoods and a recognizable small-town character, development and redevelopment of housing should respect the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings. Additionally, some neighborhoods would benefit from the introduction of a uniform street tree pattern and improved access to local parks.

OBJECTIVE 1. Neighborhood Character. Protect the low- to medium-density character of residential neighborhoods throughout the City.

Policy 1.A Support residential planning efforts by neighborhoods. The City's neighborhoods shall include features, design components, themes and programs (such as parks, community gathering places, streetscape amenities, signage/graphic systems, and community beautification and celebration programs) that reflect and focus the area's identity. (See Figure LU-8, City Neighborhoods.)

Policy 1.B Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions).



Culver Crest Neighborhood Character

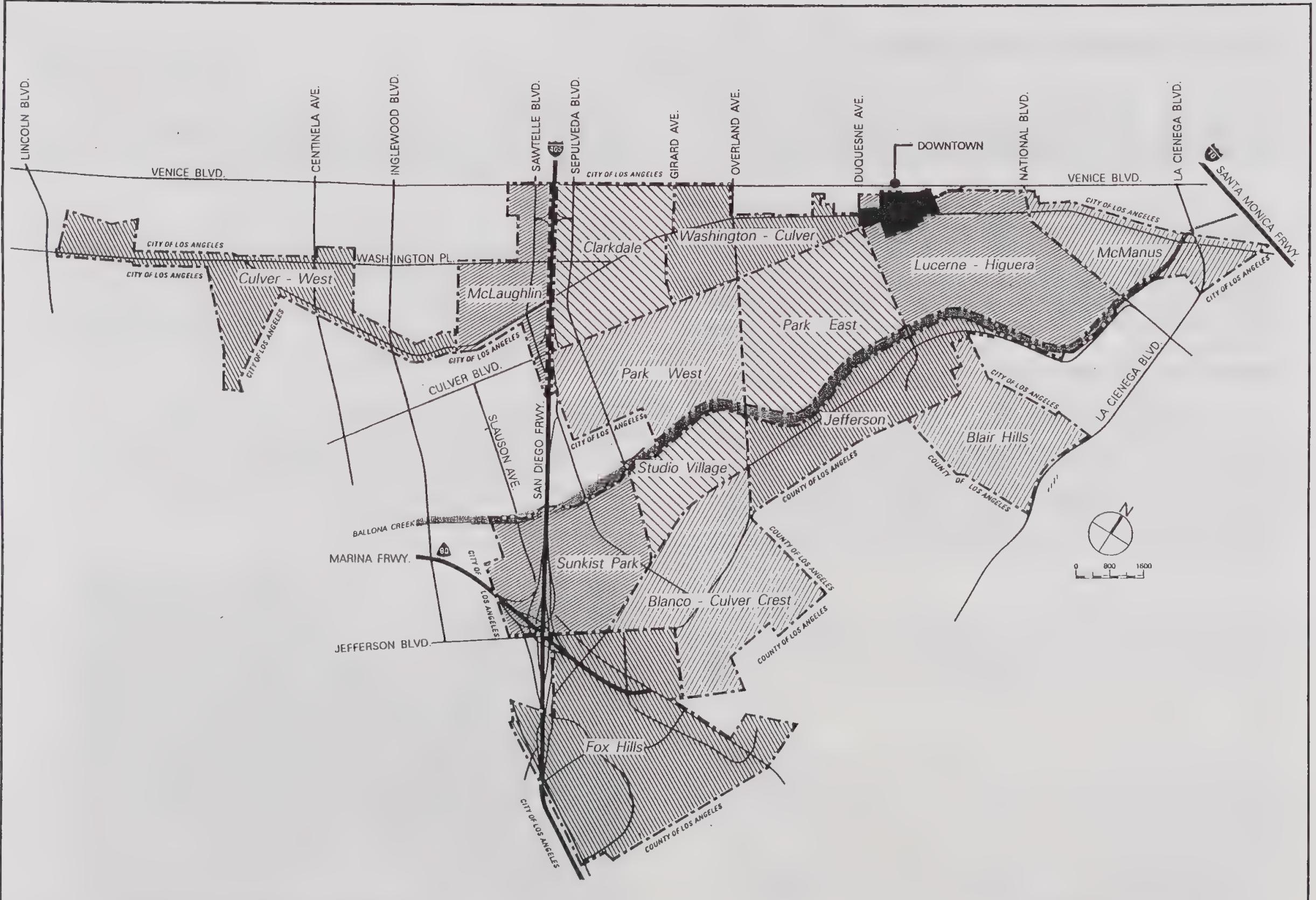
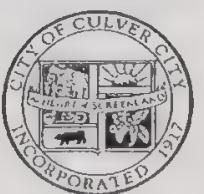


FIGURE LU-8

City Neighborhoods

CITY OF CULVER CITY
GENERAL PLAN



Policy 1.C Allow the continued use of existing legal nonconforming residential structures, including the reconstruction of buildings that have been damaged by fire or other calamity in accordance with the original specifications.

Policy 1.D Allow minor physical changes to nonconforming single-family or two-family structures without requirements to correct nonconforming improvements on the site, provided the physical changes will neither increase the degree of existing nonconformity nor create any new nonconformity (pursuant to the Minor Exception Standards adopted as Planning Commission policy).

Policy 1.E Support a balanced respect for the character of existing residences with new and potentially unique design in new or remodeled structures.

Policy 1.F Continue infill planting of street trees on residential streets to establish consistent rhythm, in accordance with the Citywide Streetscape Master Plan. (See Implementation Measures, Measure 2.A and the General Plan Open Space Element.)

Policy 1.G Support expansion of and access to open space opportunities in neighborhoods that currently lack neighborhood parks. (See General Plan Open Space Element.)

Policy 1.H Ensure adequate parking within each neighborhood to meet parking demands.

OBJECTIVE 2. Housing Supply. Encourage the retention and creation of housing throughout the City.

Policy 2.A Continue to allow and encourage two-family development within the neighborhoods designated as Low Density Two Family.

Policy 2.B Continue to allow and encourage multiple family housing opportunities in areas designated for such development.

Policy 2.C Investigate the potential for future housing and open space opportunities in the undeveloped areas of the City.

Policy 2.D Investigate the potential for future housing and open space opportunities in the unincorporated area of Los Angeles County.

Policy 2.E Develop standards and guidelines for residential unit development in appropriate commercial areas.

Policy 2.F Develop standards and guidelines for residential unit development in industrial areas as part of Focused Special Study efforts.

Policy 2.G Require that any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

Policy 2.H Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or behind the non-residential frontage. (See Objective 24; Policy 24.B and Objective 28; Policy 28.D.)

OBJECTIVE 3. Affordable Housing. Encourage the provision of housing opportunities for all members of the community.

Policy 3.A Provide incentives for the development of new affordable housing.

Policy 3.B Provide housing assistance programs for moderate-, low-, and very low-income groups.

Policy 3.C Support the conservation of existing affordable housing units by encouraging rehabilitation.

Policy 3.D Develop standards to regulate the conversion of apartment units to condominiums to preserve rental housing and to ensure a balance between the owner-occupied and renter-occupied housing needs of the community.

OBJECTIVE 4. Neighborhood Conditions. Establish and maintain quality living environments throughout the City.

Policy 4.A Balance opportunities for additional housing with potential effects on adjacent lower density neighborhoods.

Policy 4.B Determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character.

Policy 4.C Restrict the use of mobile homes as residential units to mobile home parks, except for limited periods of time for catastrophic emergencies or during remodeling when the main dwelling unit is not habitable.

Policy 4.D Improve code enforcement in residential neighborhoods.

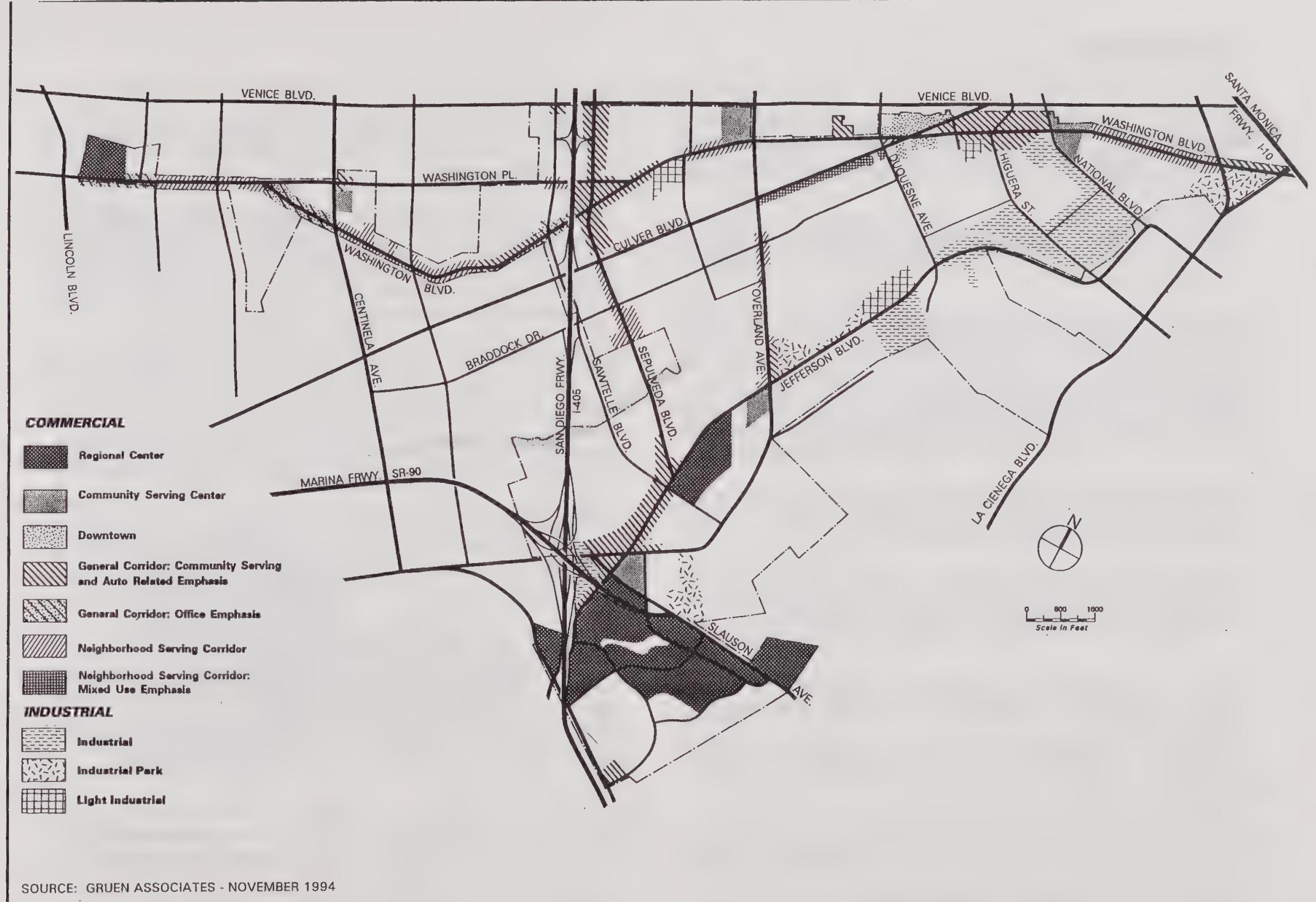
GOAL: *Economic vitality that serves the community and protects the quality of life.*

The non-residential areas of the City present opportunities for improving the economic vitality, attractive design, and compatible interface with nearby residential uses. (See Figure LU-9, *Commercial/Industrial Focus Areas*.) Existing business corridors need more cohesive physical development patterns and appearances, and consistent focus. Many older businesses do not have sufficient parking because of shallow lot depths and structures that are built to the property lines. Many of these same areas are devoid of street trees and other streetscape improvements that would create an attractive and inviting appearance.

"Direction 21", the community-based strategic planning process conducted in 1987-89 and updated in 1991, revealed a desire by City residents for higher quality retail shops, fine restaurants, movie cinemas and live theaters within Culver City. Although Culver City residents generally prefer to support their local businesses, the limited range of existing retail services and entertainment opportunities within the City lead many residents to go elsewhere.

Large, regional-serving commercial centers, such as Fox Hills Mall, Studio Village Shopping Center and Corporate Pointe, bring business revenues and employment opportunities into Culver City. To protect local residents, though, these benefits must be balanced with other effects associated with regional centers, such as traffic and parking impacts.

Industrial areas are turning over to commercial uses. This loss of industrial business could alter the economic diversity that provides a range of jobs.



CITY OF CULVER CITY GENERAL PLAN

FIGURE LU-9
Commercial/Industrial Focus Areas

L A N D • U S E • E L E M E N T

OBJECTIVE 5. Economic Diversity. Encourage new business opportunities that expand Culver City's economic base and serve the needs of the City's residential and business community.

Policy 5.A Support and strengthen certain existing industrial areas by limiting commercial and residential uses according to established guidelines.

Policy 5.B Encourage small-business ownership through incentives that facilitate individual ownership.

Policy 5.C Encourage development of cultural, educational and entertainment uses that will provide leisure activities for Culver City's residents and enhance the image of the City.

Policy 5.D Provide development incentives for projects that provide specific community or neighborhood needs. (See Implementation Measures, Measure 7.C.)

Policy 5.E Allow a range of home occupations appropriate to and compatible with residential uses that do not generate noticeable noise, traffic, parking, or environmental impacts.

Policy 5.F Encourage "extended-hour" businesses in areas that could benefit from increased levels of activity and security.

Policy 5.G Encourage the location of high-quality retail shops and fine restaurants in areas which could serve both businesses and residential patrons.

Policy 5.H Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heart of Screenland". (See Objective 9. Studio Image.)

OBJECTIVE 6. Commercial Corridors. Revitalize the physical character and economic well being of the City's commercial corridors.

Policy 6.A Encourage revitalization of commercial corridors in the City through new development and renovation of existing structures with incentives which address development standards and the project approval process. (See Implementation Measures, Measure 7.C.)

Policy 6.B Focus commercial development into cohesive districts by identifying and encouraging intensities and qualities of commercial uses that are sensitive to their locations, and by emphasizing specific uses (i.e., neighborhood serving or general commercial corridors). (See Figure LU-9, *Commercial/Industrial Focus Areas*.)

Policy 6.C Identify and pursue opportunities for providing parking that serves clusters of businesses in commercial corridors to assist existing development and stimulate new development.

Policy 6.D Increase revitalization opportunities by allowing, where appropriate, a one lot extension of commercial parking use into residentially zoned areas adjacent to commercial corridors, to provide the adequate depth necessary to meet current parking standards where commercial parcel depth is limited (See Figure LU-10, *One Lot Extension Concept*.)

Policy 6.E Encourage restaurants that feature outdoor dining, especially sidewalk cafes within Downtown and areas designated for neighborhood-serving uses. (See Figure LU-11, *Sidewalk Café Concept*.)

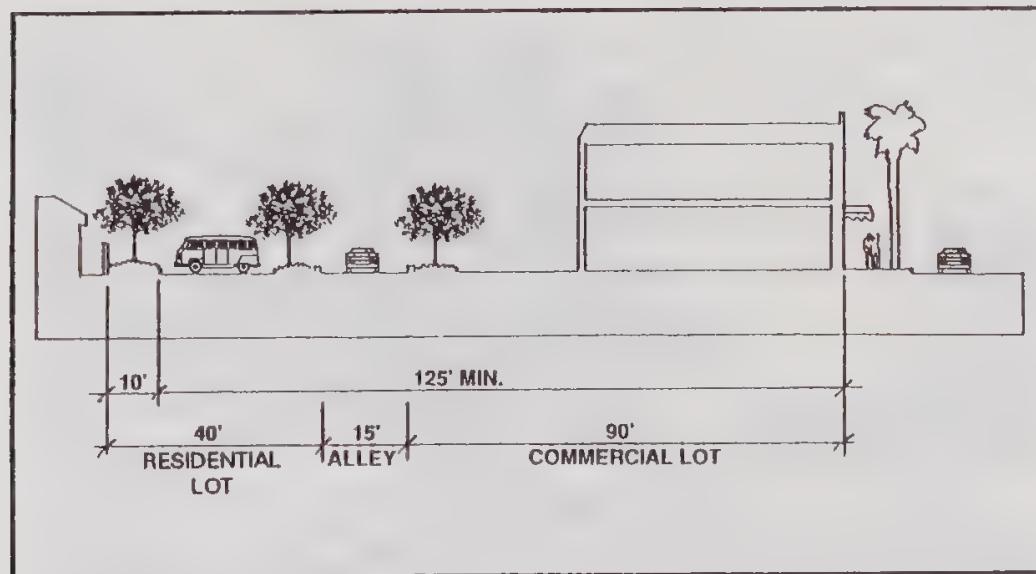


FIGURE LU-10
One Lot Extension Concept

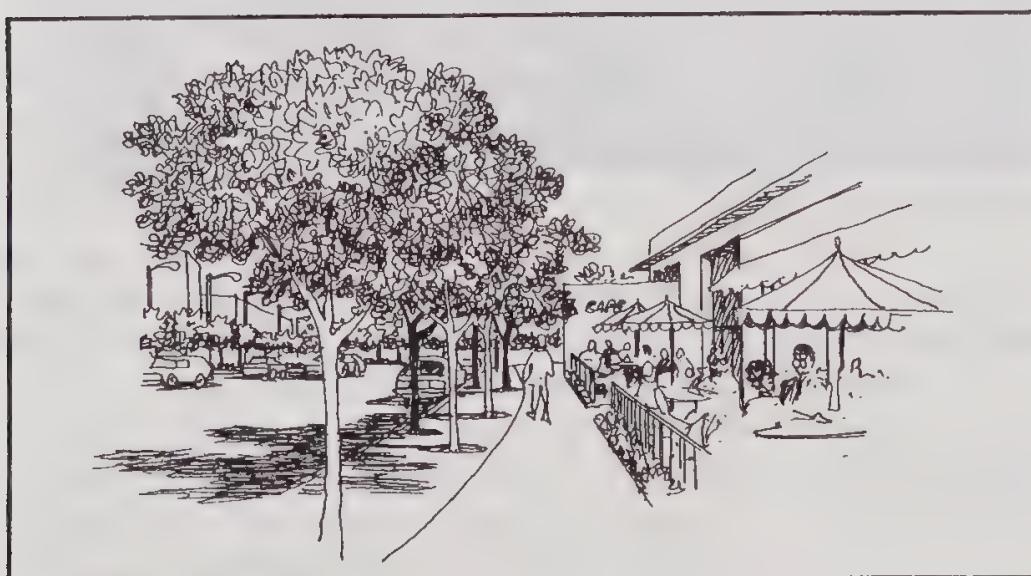


FIGURE LU-11
Sidewalk Café Concept

Policy 6.F Identify public/private joint development projects that may serve as catalysts to encourage quality private development along the commercial corridors (tied to the suggestions of the Economic Development Strategy).

Policy 6.G Encourage the introduction of neighborhood-serving commercial and retail uses that serve the needs of nearby residential neighborhoods lacking such services.

Policy 6.H Encourage high trip-generating uses near transportation corridors to maximize transit use by patrons and employees.

Policy 6.I Plan for streetscape improvements (street trees, landscaping, street furniture, special lighting, decorative paving, screening walls) and facade improvements along commercial corridors that complement each focus area and improve the physical environment. (See Land Use Element Objective 12 and General Plan Open Space Element: Urban Design Standards.)

OBJECTIVE 7. Commercial Centers. Maintain commercial centers that serve community as well as regional markets.

Policy 7.A Allow the development of new regional commercial centers that contribute to the economic health of the City and adequately mitigate impacts to nearby residential neighborhoods.

Policy 7.B Allow existing regional and community centers to upgrade and expand in response to changing market demands, to maintain their economic viability, with adequate mitigation of impacts to nearby residential neighborhoods.

Policy 7.C Address parking as well as traffic ingress and egress as part of a shared parking and circulation system in areas designated as Commercial Centers and Industrial Parks.

Policy 7.D Allow reduced parking requirements for individual uses that share parking facilities. (See General Plan Circulation Element.)

OBJECTIVE 8. Fiscal Health. Foster the growth of businesses that increase City revenues by promoting attractive, quality retail establishments that serve neighborhood, community and regional markets.

Policy 8.A Support desirable retail establishments in proximity to residential neighborhoods that provide needed goods and services.

Policy 8.B Ensure that development impact fees mitigate all resultant costs burdened on City infrastructure and services.

OBJECTIVE 9. Studio Image. Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heartland of Screenland".

Policy 9.A Support desirable studio expansion into appropriate areas by allowing these areas to be redesignated for studio uses, while safeguarding the interest of adjacent residential neighborhoods.

Policy 9.B Continue to allow studio and studio-related uses in areas designated for certain commercial and industrial uses.

Policy 9.C Encourage comprehensive studio development standards appropriate to the nature and intensity of entertainment studios and related uses.

Policy 9.D Market the "Studio image" to attract media businesses to Culver City.

Policy 9.E Encourage and facilitate location filming within the City, with proper safeguards for business and residential areas, to encourage and strengthen Culver City's commitment to the film and television industry.



Community Center

GOAL: *An open space, urban forest, urban design network that links neighborhoods and businesses, and instills civic pride.*

Culver City's open space and neighborhood parks support the small-town character important to the City residents. The undeveloped portions of Blair Hills, and the Holy Cross and Hillside Memorial Cemeteries provide an openness that complements the City's development. Mature street trees extend this sense of openness and green space throughout most of the residential neighborhoods.

Unlike the residential streets, many of the commercial and industrial areas have few street trees and little visual open space. Street trees, if present, are often immature or randomly spaced. Sidewalks have few pedestrian amenities and older parking lots have no landscape buffers. Urban design improvements along commercial corridors could provide usable open space and additional visual amenities.

Currently, the City has no special policies for hillside development or natural habitat areas. However, the topography and existing vegetation should guide development standards that address these conditions. Federal and state agencies have development restrictions that protect certain environmentally sensitive vegetation and landforms. Specific policies regarding the undeveloped hillsides will be important to the City's future open space potential and visual image. (See General Plan Open Space Element.)

Culver City's architectural design standards are a series of policy statements found in the 1974 Design and Physical Development Plan, adopted overlay zones, storefront revitalization programs, designs for development, and recommended guidelines for residential and non-residential development which need to be updated and organized into a cohesive plan. Complementary efforts in developing an urban

forest strategic plan would bolster the strengths of the City's existing parks, street trees, and natural vistas.

OBJECTIVE 10. Visual Open Space. Extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements.

Policy 10.A Enhance the visual identity of Culver City's neighborhoods and business districts with street trees, parkways, medians, streetscape amenities, entry statements and desirable urban design features that visually link neighborhoods and businesses throughout the City.

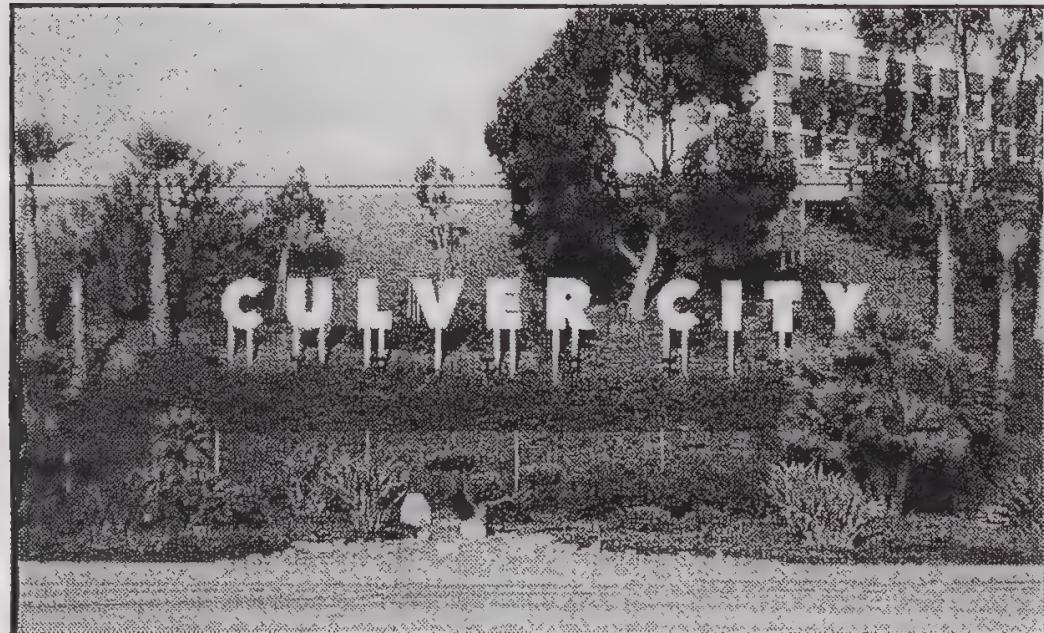
Policy 10.B Adopt a comprehensive streetscape master plan for all City streets that specifies street trees, lighting, landscaping, street furniture, decorative paving designs, and where appropriate, signage.

Policy 10.C Develop master plans and urban design criteria for certain commercial corridors. These criteria may include required setbacks, parkways, medians and lands within the public view. (See General Plan Open Space Element.)

Policy 10.D Develop standards for selected commercial center or industrial park developments, to provide open space on-site that is visible to the public from the street, consistent with urban design standards established as part of a Citywide Streetscape Master Plan.

Policy 10.E Seek opportunities to develop landscaped "parkettes" in highly visible areas adjacent to major arterials that cannot feasibly be developed with other uses.

Policy 10.F Continue to require the undergrounding of utilities in all new developments and during replacement of existing service whether alone or as a part of a remodeling project, wherever feasible.



Herky Shimoto Memorial Garden and Entry Monument

Policy 10.G Develop a program to pursue undergrounding of existing utility lines that identifies and prioritizes areas to be undergrounded and identifies potential funding sources.

Policy 10.H Landscape former railroad rights-of-way, where possible, for use as open space amenities.

Policy 10.I Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts (see also Policy 16.G).

Policy 10.J Establish criteria for those circumstances and uses that are appropriate for non-permanent or atypical structures.

Policy 10.K Protect, maintain, and enhance Culver Boulevard right-of-way as an open space amenity.

Policy 10.L Prepare a Focused Special Study for Ballona Creek to address:

- protecting adjacent residents from use of the Creek as a crime corridor;
- buffering the adjacent residents from noise echoes;
- fragmentation of jurisdictional control;
- improvement of the general condition and appearance of the channel and bike path;
- increasing access and use potential.

OBJECTIVE 11. Urban Forest. Create a sustainable urban forest that enhances Culver City's image and quality of life.

Policy 11.A Create an urban forest strategic plan that addresses the long-range management and expansion of the City's tree resources.

Policy 11.B Garner backing from all segments of the community to support a stable and sustainable urban forest management program.

Policy 11.C Support and implement the numerous policies stated throughout different sections of the General Plan that address the City's tree resources. Refer to the following Policies, and the Goals and Objectives that support tree resources:

Land Use Element

- Policy 1.A, and 1.F: residential streetscape amenities and infill street trees

- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A - 10.E, Policy 10.H and 10.K: visual open space enhancement through street trees, streetscape amenities, and other open space policies
- Policy 21.C: street tree pruning standards
- Policy 23.F: Eastern Sub-Area streetscape improvements
- Policy 24.A and Policy 24.J: Western Sub-Area streetscape improvements
- Policy 26.E: Southern-Central Sub-Area viewshed guidelines
- Policy 27.C and 27.D: Southeastern Sub-Area streetscape improvements and viewshed guidelines
- Policy 28.A: Culver Boulevard Focused Special Study improvements
- Policy 29.G and 29.H: Northern-Central Sub-Area streetscape and gateway improvements

Circulation Element

- Policy 9.A and 9.B: landscape median and streetscape enhancements

Open Space Element

- Policy 5.A – 5.D and 5.G: visual open space enhancement through extending park-like qualities throughout the City.

OBJECTIVE 12. *Urban Design.* Ensure that new construction and renovation of existing residential and non-residential buildings and streetscapes are accomplished with the highest quality of architectural and site design.

Policy 12.A Support and implement the numerous policies stated throughout different sections of the General Plan that address the desired form and character of future development in the City. Refer to the following Policies, and the Goals and Objectives they support:

Land Use Element

- Policy 1.E: balance existing and new residential design
- Policy 1.F: infill street trees
- Policy 2.E: residential units in commercial areas
- Policy 2.F: residential units in industrial areas
- Policy 4.B: consistent neighborhood development standards
- Policy 6.A: revitalization of commercial corridors
- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A – Policy 10.L: streetscape and urban design improvements
- Policy 22.A, Policy 22.C-22.H: Downtown Sub-Area visual quality and pedestrian environment
- Policy 23.G-23.I: Eastern Sub-Area identity, streetscape, and aesthetic improvements

LAND USE ELEMENT

- Policy 24.A, 24.B, 24.I and 24.J: Western Sub-Area identity, streetscape, and aesthetic improvements
- Policy 25.B and Policy 25.F: Fox Hills Sub-Area identity and visual connections
- Policy 26.B and Policy 26.E: Southern-Central Sub-Area hillside development standards and viewshed guidelines
- Policy 27.A-27.D: Southeastern Sub-Area aesthetic identity, visual resources, and viewshed guidelines
- Policy 28.A: Central Sub-Area Culver Boulevard Focused Special Study
- Policy 29.E, 29.G, and 29.H: Northern-Central Sub-Area identity and streetscape improvements, and residential to commercial transitional development standards

Circulation Element

- Policy 9.A and Policy 9.B; streetscape improvements
- Policy 10.A; street name signage

Open Space Element

- Policy 3.B, and Policy 3.C: commercial/industrial and arterial/adjacent landscaped areas
- Policy 4.A, and Policy 4.C: natural resource buffers and development guidelines
- Policy 5.A – 5.I: visual open space and urban design improvements
- Policy 6.A: viewshed guidelines

GOAL: *A community that provides recreational, historical and cultural opportunities.*

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Many residents of Culver City use Ballona Creek as a bike path; some use it as a jogging path. Those who use it and those who live adjacent to it, however, have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit, assets and liabilities must all be addressed.

The City has many historic architectural resources and a significant cultural heritage. However, the "Heart of Screenland" currently has no movie theaters and no cultural facilities to reflect Culver City's history and development.

OBJECTIVE 13. Open Space Protection and Acquisition. Protect and expand Culver City's open space resources through aggressively pursuing land acquisition and encouraging private contributions.

Policy 13.A Pursue an aggressive open space acquisition program as part of policies developed for the City's general Plan Open Space Element.

Policy 13.B Pursue opportunities to acquire land and develop parks to serve those neighborhoods that lack park resources. (See General Plan Open Space Element, Objective 1.)

Policy 13.C Pursue opportunities to expand City parks when adjacent lands become available and expansion is deemed appropriate and feasible. (See General Plan Open Space Element, Objective 1.)

Policy 13.D Supplement and/or modify existing park resources to reflect changing recreational needs.

Policy 13.E Continue to require contributions of parkland or publicly accessible landscaped open space from residential developments or in-lieu fees from projects that cannot provide them. A nexus study shall be prepared to determine if these requirements can be extended to non-residential projects.

Policy 13.F Encourage private contribution toward achieving open space goals.

Policy 13.G Protect, maintain, and enhance Culver Boulevard right-of-way, as an open space amenity.

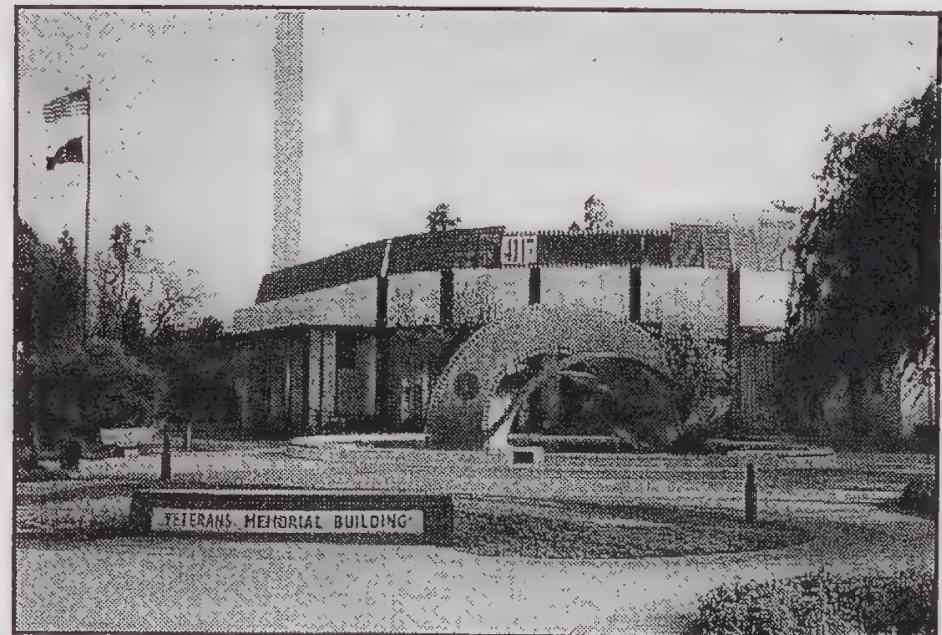
OBJECTIVE 14. *Historic Preservation.* Promote the City's architectural and cultural heritage by preserving buildings and sites that reflect Culver City's varied history and development.

Policy 14.A Encourage restoration of historic resources in a manner that complies with the U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Structures.

Policy 14.B Encourage private developers to take advantage of federal, state and local incentive programs for the rehabilitation and reuse of historic structures.

Policy 14.C Encourage preservation and restoration efforts through information, periodic evaluation of the review and approval process, and incentives programs. (See Implementation Measures, Measure 5.)

Policy 14.D Provide public information and events to expand public awareness of the City's rich cultural heritage.



Veterans' Memorial Park

GOAL: *Clear and consistent guidance for balanced growth.*

In the past, there has been a perception that Culver City's development policies have been confusing to developers and property owners. Clear and consistent policies regarding location, type and intensity of development provide a stable environment for business investment. Explicit direction for growth also would enable City staff to streamline the review and approval process.

OBJECTIVE 15. Policy and Administration. Establish clear and internally consistent policies for development.

Policy 15.A Implement General Plan policies and land use intensities through the use of zoning categories and development standards.

Policy 15.B Maintain ongoing dialogue with developers regarding ways the development process either discourages or encourages revitalization of the commercial and industrial areas.

Policy 15.C Streamline the project approval process.

OBJECTIVE 16. Land Use Compatibility. Encourage mutually compatible land uses.

Policy 16.A Establish certain "focus areas" to encourage mutually compatible uses, such as neighborhood-serving retail within walking distance of residential neighborhoods. (See also Objective 6; Policy 6.B and Policy 6.G.)

Policy 16.B Support existing clusters of new car dealerships along Sepulveda and Washington Boulevards by encouraging the location of new dealerships in these areas.

Policy 16.C Encourage compatible commercial uses, through conditional expansion of commercial uses, to adjacent residential lots in designated areas of Washington Boulevard.

Policy 16.D Determine the appropriate range of uses to be included in the Zoning Ordinance for each Land Use designation.

Policy 16.E Encourage visitor-serving restaurant and motel uses near freeway off-ramps along Sepulveda Boulevard.

Policy 16.F Establish noise, safety, aesthetic and access criteria for areas impacted by existing incompatible land uses.

Policy 16.G Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts. (See also Objective 10; Policy 10.I).

Policy 16.H Improve Zoning Code enforcement Citywide.

OBJECTIVE 17. Managed Growth. Establish development standards within clearly identified limits and at locations that allow opportunities for growth.

Policy 17.A Encourage and provide incentives for those more intensive commercial developments to be in areas accessible to transportation facilities.

Policy 17.B Encourage and provide incentives for multiple-family developments near established community transportation facilities, respecting the scale and density of surrounding development and in the spirit of congestion management planning. (See General Plan Circulation Element.)

OBJECTIVE 18. Adjacent Jurisdictions. Coordinate development to minimize conflicts with adjacent jurisdictions.

Policy 18.A Aggressively pursue coordination of land use and related policies with Los Angeles County regarding land within the designated Sphere of Influence area.

Policy 18.B Participate in area wide processes to address land use policies beyond the Sphere of Influence area that may affect the City's general welfare.

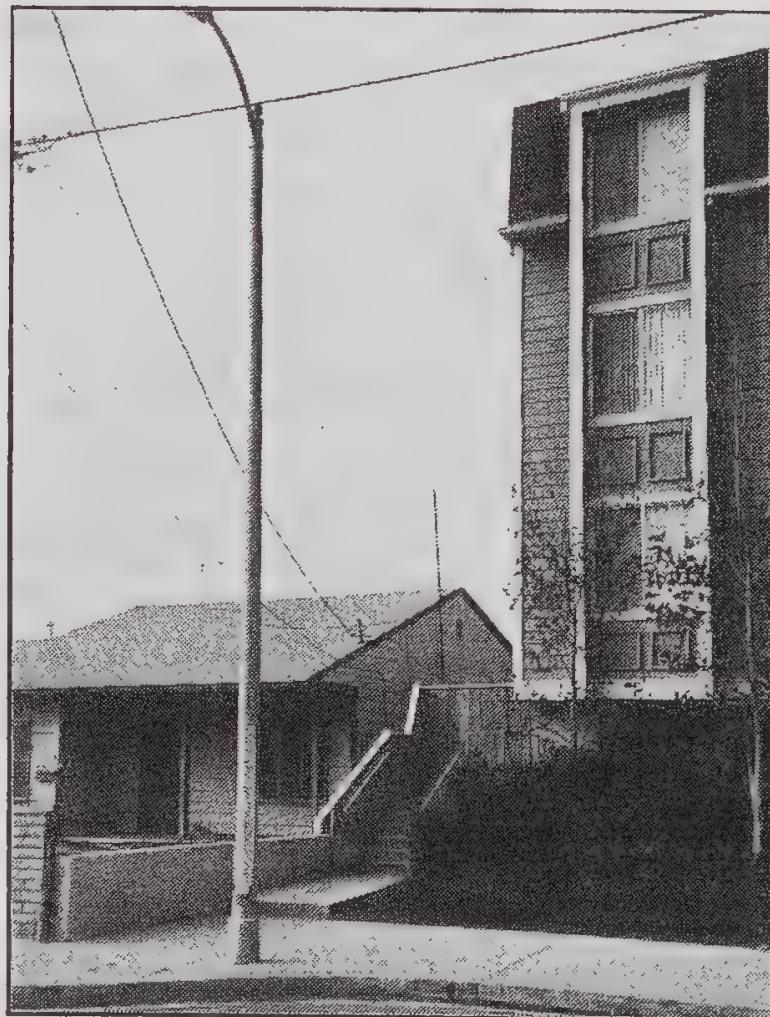
Policy 18.C Pursue City boundary adjustments with the City of Los Angeles to include, as a first priority, properties that are bisected by the existing Culver City/City of Los Angeles boundary.

Policy 18.D Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments that might enable Culver City to acquire those key properties/areas that geographically project into Culver City and interrupt the City's low density land use development pattern and image.

Policy 18.E Evaluate the benefit and cost to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space, residential and neighborhood serving retail development. (See Implementation Measures, Measure 3.A.)

Policy 18.F Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence on Green Valley Circle. (See Objective 25; Policy 25.G.)

Policy 18.G Coordinate with the Westside Summit Cities regarding area wide Land Use policies of mutual benefit and interest.



Conflicting Densities Outside Culver City

GOAL: Ample and efficient City services and infrastructure.

The majority of areas in Culver City receive water service from the Southern California Water Company, which depends on the Metropolitan Water District (MWD) for its supply. Areas west of McLaughlin Avenue are supplied water by the Los Angeles Department of Water and Power (DWP). Water supplies from both sources are expected to diminish because of increased water demand, reallocation of resources to other areas, and inadequate storage facilities. Old and undersized water mains and transmission systems in various areas of the City result in occasional ruptures and discontinuous water supply during emergencies and repairs.

Culver City contracts with the City of Los Angeles for sewage treatment and disposal services at the Hyperion Treatment Plant. The Hyperion Treatment Plant is currently operating at capacity, and is scheduled for improvements. As a vested interest, Culver City will share in the cost of improvements to the Hyperion Treatment system.

The Culver City Public Works Department Sanitation Division provides solid waste disposal throughout the City. The City hauls its collected waste to the Chiquita Canyon landfill, which is projected to reach capacity in 1997. Culver City's curbside recycling program for newspaper, glass, aluminum, plastic and yard waste will reduce solid waste disposed in landfills. Recycling incentives for businesses may be of further benefit. The Source Reduction and Recycling Element (SRRE), adopted by the City in 1991, outlines Culver City's plan of programs and policies to reduce waste in compliance with State Law AB 939. Although it is titled an "Element" pursuant to State legislation, it is not a part of the City's General Plan.

The Public Works Department maintains street trees, roadways, and general streetscape. Maintenance of these facilities has historically been of high quality, keeping Culver City's streets and open space areas noticeably cleaner and in better repair than adjacent jurisdictions. However, reduced sales and utility tax revenues have decreased the funds previously allotted to municipal services.

OBJECTIVE 19. Adequate Services. Provide adequate and dependable City services.

Policy 19.A Establish a program with the appropriate agencies for replacing undersized water lines used for fire protection to meet current fire safety requirements.

Policy 19.B Identify funding mechanisms necessary to support a water main replacement program that would aggressively replace pipe segments with problems of corrosion, tuberculation and insufficient pressure, assigning high priority to problem areas, such as Sunkist Park.

Policy 19.C Investigate the possibility of using reclaimed water for irrigation.

Policy 19.D Coordinate land use policies with the appropriate City departments regarding impacts on staffing and services.

OBJECTIVE 20. Infrastructure Constraints. Ensure adequate capacity to serve Culver City's anticipated growth needs.

Policy 20.A Coordinate sewer capacity improvements with the City of Los Angeles.

Policy 20.B Continue to accumulate fees and other funds to allocate for sewer improvements on a pay-as-you-go basis.

Policy 20.C Identify resource conservation measures consistent with objectives of Source Reduction and Recycling Element and the General Plan Conservation Element.

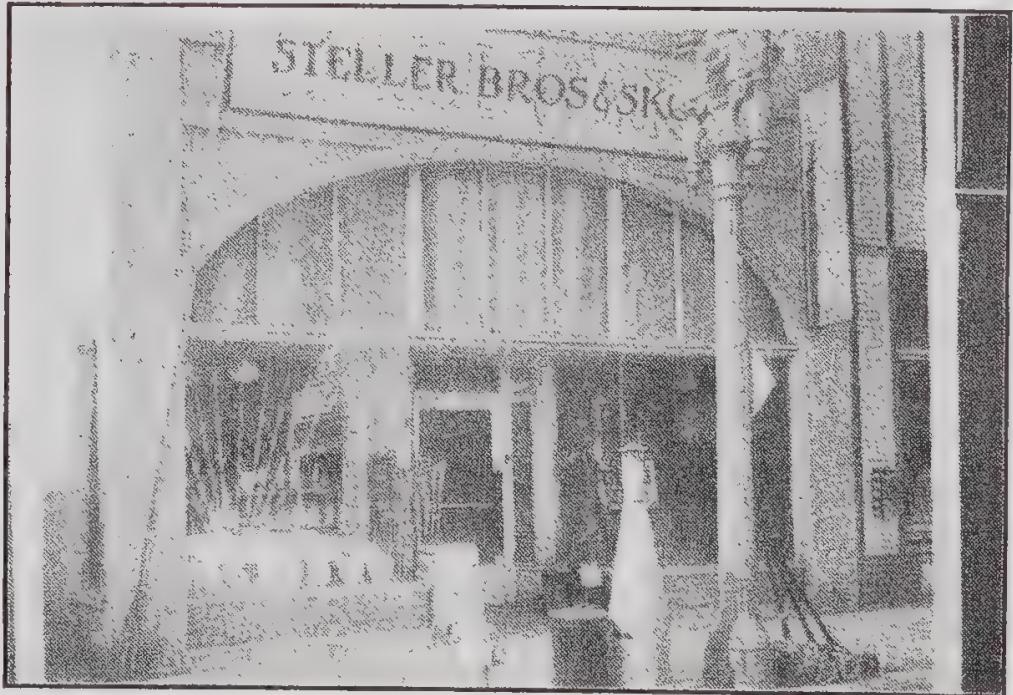
OBJECTIVE 21. Resource Allocation. Pursue municipal service improvements and new funding sources necessary for continued affordability.

Policy 21.A Encourage financial assistance from federal, state and regional agencies through Culver City's participation in available programs.

Policy 21.B Encourage private provision of neighborhood or community services as part of new developments.

Policy 21.C Maintain the established high standards for municipal services such as street-tree pruning, roadway repairs, street sweeping and streetlight replacement.

Policy 21.D Consider the implementation of a City bond program as funding for various municipal service improvements.



Steller Bros. & Skoog Hardware

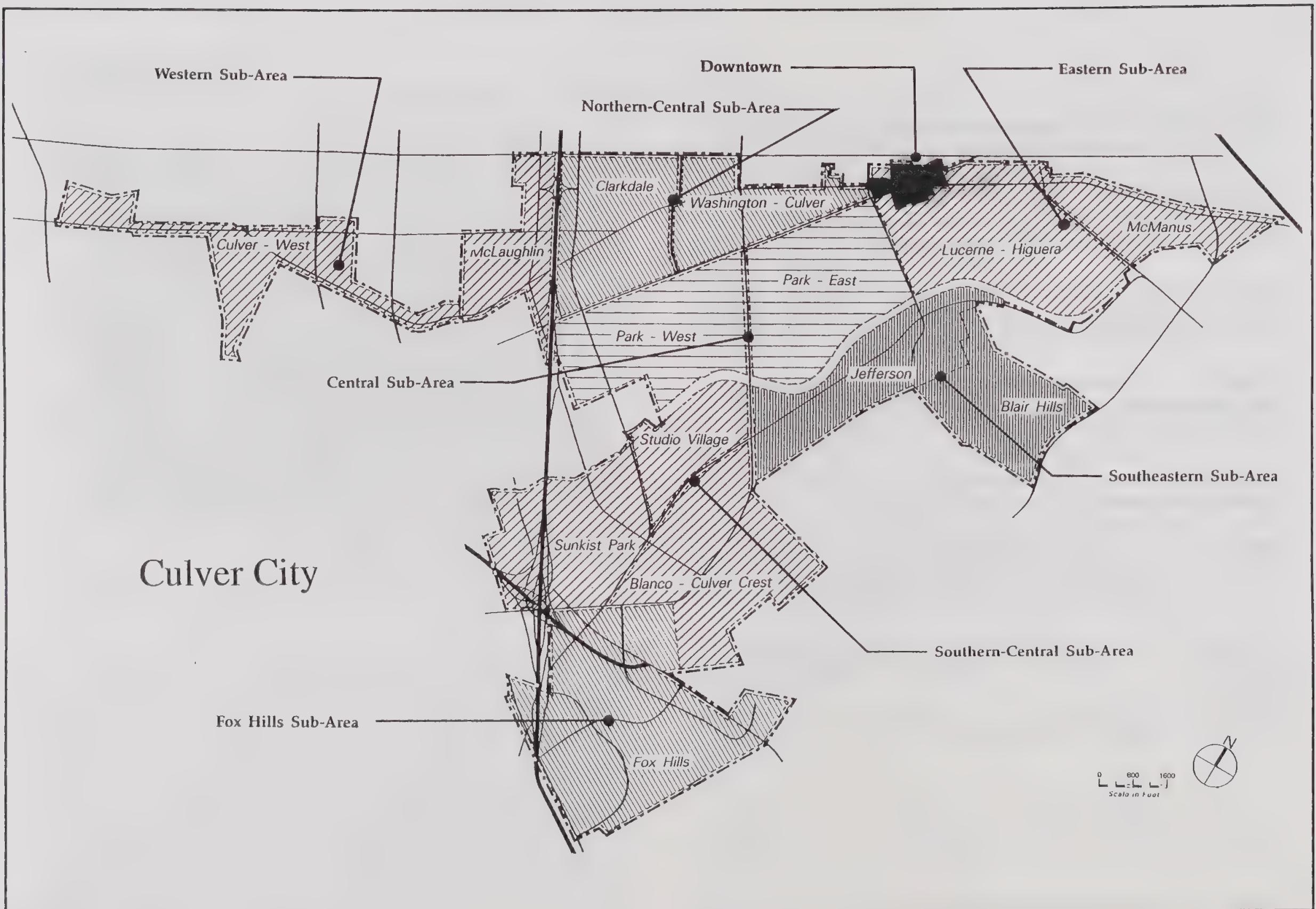


FIGURE LU-12

City Sub-Areas

CITY OF CULVER CITY
GENERAL PLAN



Each Sub-Area of Culver City has its own sense of character and its own special needs. In this section, Sub-Area issues are addressed by objectives and policies specific to the areas. To focus planning policy directions, the City neighborhoods have been aggregated into eight (8) Sub-Areas. (See Figure LU-12, City Sub-Areas.)

<u>SUB-AREAS</u>	<u>NEIGHBORHOODS</u>
Downtown	Eastern portion of Washington-Culver
Eastern	McManus, Lucerne-Higuera
Western	Culver-West and McLaughlin
Fox Hills	Fox Hills
Southern-Central	Sunkist Park, Blanco-Culver Crest and Studio Village
Southeastern	Jefferson and Blair Hills
Central	Park-West and Park-East
Northern-Central	Clarksdale and western portion of Washington-Culver

The objectives and policies specific to Sub-Areas can be compared with the citywide goals, objectives and policies. Some of the issues addressed as Citywide Land Use Policies will be referenced in the Sub-Area sections. The primary objective of this discussion, however, is to address the special characteristics and needs of the Sub-Areas beyond the citywide issues.

DOWNTOWN. The Downtown area is discussed separately because of its special importance to the identity and image of the City. It includes both sides of Washington and Culver Boulevards from Duquesne Avenue to Ince Boulevard. Although relatively small, Downtown is comprised of distinct areas, which are punctuated by historic structures. These areas needed revitalization and have been the subject of intense planning and community design efforts to encourage reinvestment and increase economic vitality. As a result of the Downtown Design Charette conducted in March 1991, the City has developed a Downtown Master Plan (see Figure LU-13, *Downtown Master Plan*), Downtown Overlay Zone, Design for Development and Downtown Culver City Design Guidelines. Its purpose is to foster good design rather than to impose an overriding style. The Downtown area currently contains a lively mix of architectural styles and designs.

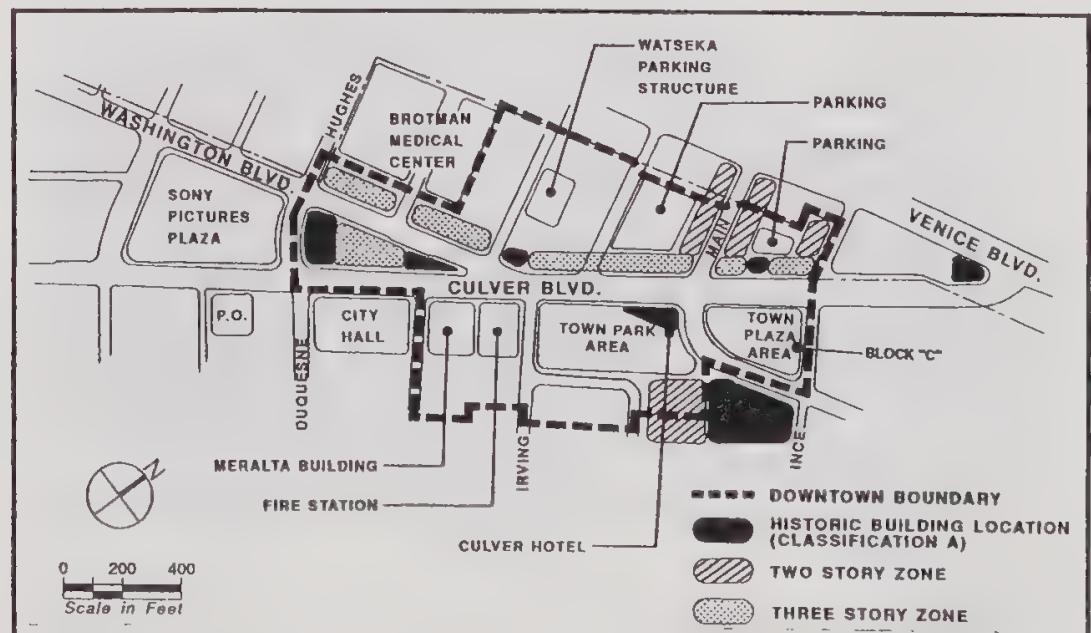


FIGURE LU-13
Downtown Master Plan

LAND USE ELEMENT

Each of the different sectors of Downtown has slightly different issues and considerations:

- The intersection of Washington and Culver Boulevards created a dramatic and unique experience for the Downtown, along with major circulation problems. (See Figure LU-14, *Original Washington-Culver Boulevards Intersection*.) The wedge-shaped Washington Building and Culver Hotel reflect the acute angle of the original "X" intersection and framed the converging view corridors. The Downtown Master Plan created a new block by abandoning portions of Washington Boulevard and Van Buren Place to provide the opportunity for reinforcing the established view corridor and accentuating the unique character of the Culver Hotel. The associated realignment of Washington Boulevard also benefits traffic movement by simplifying the intersection geometry.

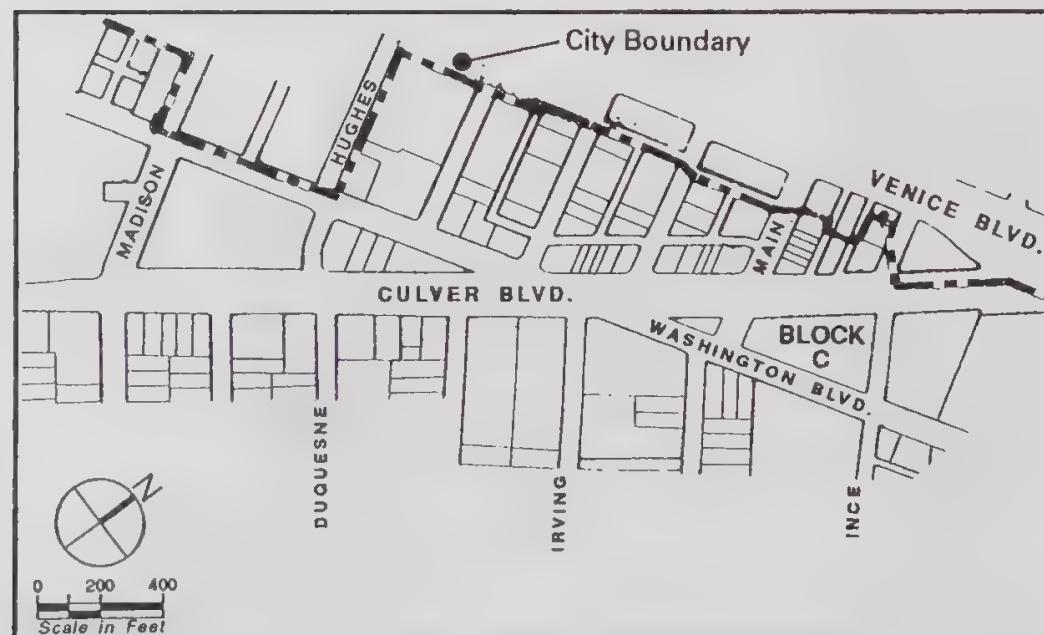


FIGURE LU-14
Original Washington-Culver Boulevards Intersection

- Washington Boulevard's character is divided coincident with the intersection of Culver Boulevard. To the west, two-story (or more) buildings, abutting the sidewalk create an urban feeling. City buildings, Brotman Medical Center, banks and the Culver Theater have established a dense character.
- Washington Boulevard east of Culver Boulevard begins with the Culver Hotel, followed by less dense one- and two-story commercial buildings, and temporary parking within Block "C" (Town Plaza Area) across from Culver Studios. Future development of Block "C" plays a key role in the future image of Downtown Culver City.
- Culver Boulevard's character is divided by Washington Boulevard. The Post Office, new City Hall, Meralta Office Building and the new Fire Station create a very civic quality within the western portion. The east side has character similar to eastern Washington Boulevard and will also be strongly influenced by the future development of Block "C".
- Main Street has mostly one-story remodeled buildings that are generally devoid of their original character. Although the original small-town feeling is somewhat intact, more modern designs and signage now tend to dominate the appearance.
- The area to the north of the intersection of Culver and Washington Boulevards is a mix of office and residential uses of varying intensity. Uses include multiple-family buildings, small professional offices and the Pacific Bell facilities, between Cardiff and Watseka Avenues, which comprise the largest commercial use. Many of the smaller individual uses do not have sufficient on-site parking and rely on the Cardiff lot, the Watseka parking structure, and Block "C" for employee and customer parking.

OBJECTIVE 22. Encourage reinvestment in the Downtown area to improve the area's economic vitality, visual quality and pedestrian environment.

Policy 22.A Encourage uses that contribute to a positive nightlife ambience, such as sidewalk cafes, specialty retail and newsstands that could support an 18 to 24-hour day patronage.

Policy 22.B Encourage entertainment opportunities by re-using the Culver Theater and promoting other entertainment options.

Policy 22.C Reinforce the importance of the Downtown as the Civic Center by visually unifying the institutional buildings consistent with the urban design character of the Downtown Revitalization Plan.

Policy 22.D Create a pedestrian district in the Downtown by providing pedestrian amenities along Culver Boulevard, such as continuous street trees, outdoor dining areas and coordinated streetscape improvements.

Policy 22.E Preserve the small-town character of the Downtown by establishing height and setback limits that reflect a sense of human scale.

Policy 22.F Promote the historic character of Main Street by providing urban design elements that enhance the pedestrian experience of the existing uses.

Policy 22.G Provide a centrally located Town Park that will reinforce the existing view corridors and provide a space for community gatherings.

Policy 22.H Enforce design guidelines to foster good design and to enhance and coordinate the existing mix of architectural styles and designs.

Policy 22.I Encourage art, media and cultural "street fairs" and farmers' markets within the Downtown area, that could attract new patronage for existing and desirable new businesses.

Policy 22.J Promote Downtown Culver City's role as the historic commercial and Civic Center of the City by encouraging the preservation of historic buildings.

Policy 22.K Establish a bikeway that links Downtown to a comprehensive bikeway system which connects the Ballona Creek Bicycle Path to activity centers in the City. (See General Plan Circulation Element, Objective 3; Policy 3.A and 3.B.).



Hull Building - Historic Landmark

EASTERN SUB-AREA: The Eastern Sub-Area includes those portions of the City east of Duquesne Avenue and north of Ballona Creek. This area contains the Lucerne-Higuera and McManus neighborhoods, Downtown, and the Civic Center property of the Washington-Culver neighborhood. Eight of the City's individual Historic Landmark structures, and the City's only Landmark District, are located within the Eastern Sub-Area. The area also contains Culver Studios and the Hayden Tract industrial area.



EASTERN SUB-AREA

Issues specific to the Eastern Sub-Area include:

- The residences within the McManus neighborhood were built under prior, less restrictive codes and on lots and streets that are generally narrower than others in the City.
- The area lacks neighborhood-supporting retail services such as a supermarket, shoe repair or appliance repair services.
- Industrial and vacant commercial sites along Washington

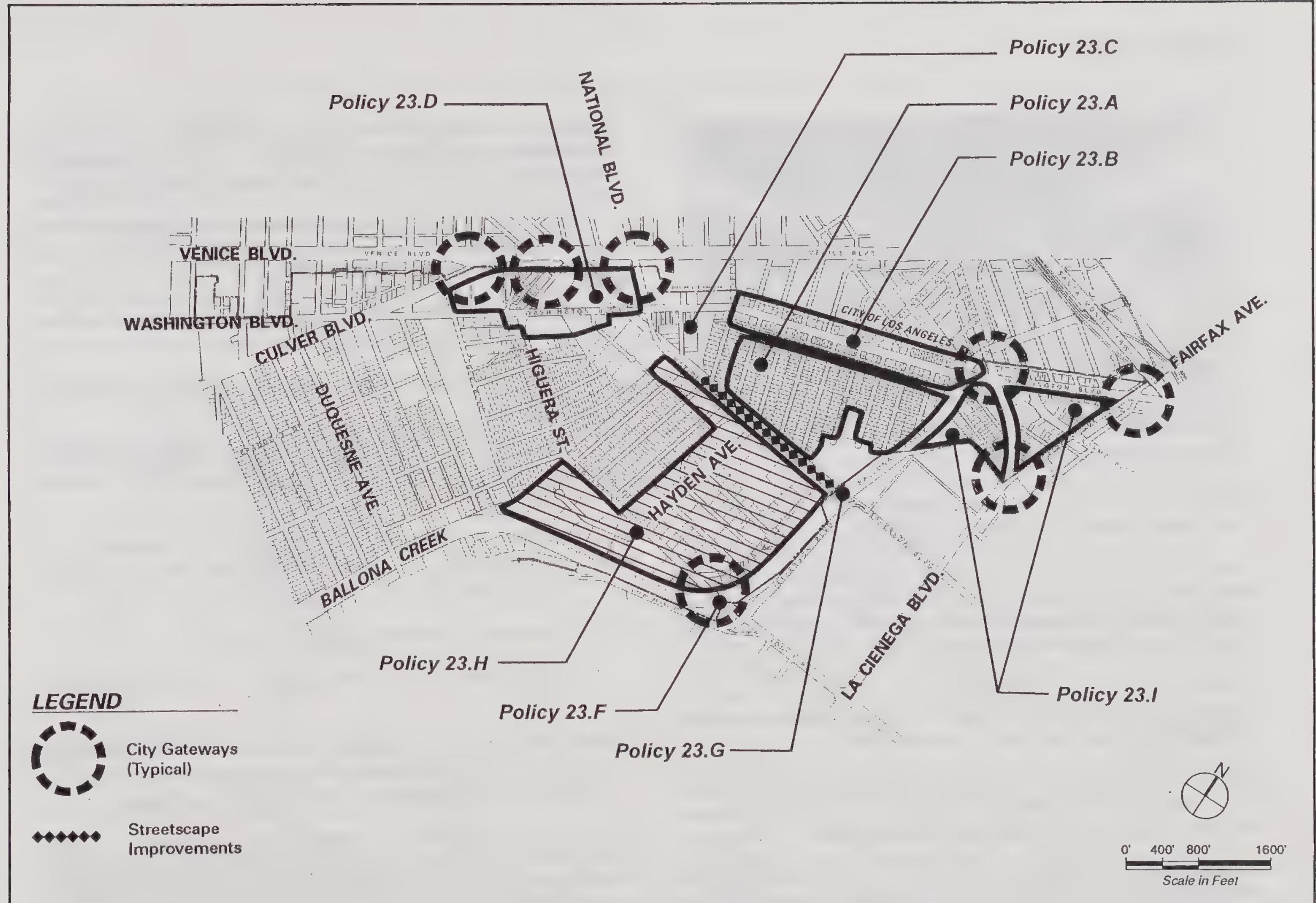
Boulevard east of Robertson Boulevard create an inhospitable environment for pedestrian activity.

- Through-traffic and related noise on National Boulevard adversely impact the McManus neighborhood. The potential transit development within the Exposition Right-of-Way along National Boulevard could impose additional impacts.
- The Lucerne-Higuera neighborhood has no local park. Although Kronenthal and Culver City Parks are nearby, high traffic volumes along National and Jefferson Boulevards inhibit safe pedestrian access.
- A portion of this neighborhood is located within the Alquist-Priolo Earthquake Fault Zone. Unstable sub-surface conditions have caused foundation problems and sewer line ruptures within the McManus neighborhood. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone), refer to the General Plan Seismic Safety Element.
- The Eastern Sub-Area is not easily distinguished from the surrounding City of Los Angeles areas.

OBJECTIVE 23. Protect and enhance residential and business uses within the Eastern Sub-Area. (See Figure LU-15, Eastern Sub-Area, as reference for policy discussions.)

Policy 23.A Protect the predominantly low-density, single-family character of the McManus neighborhood by limiting potential for additional units. (See Implementation Measures, Measure 1.)

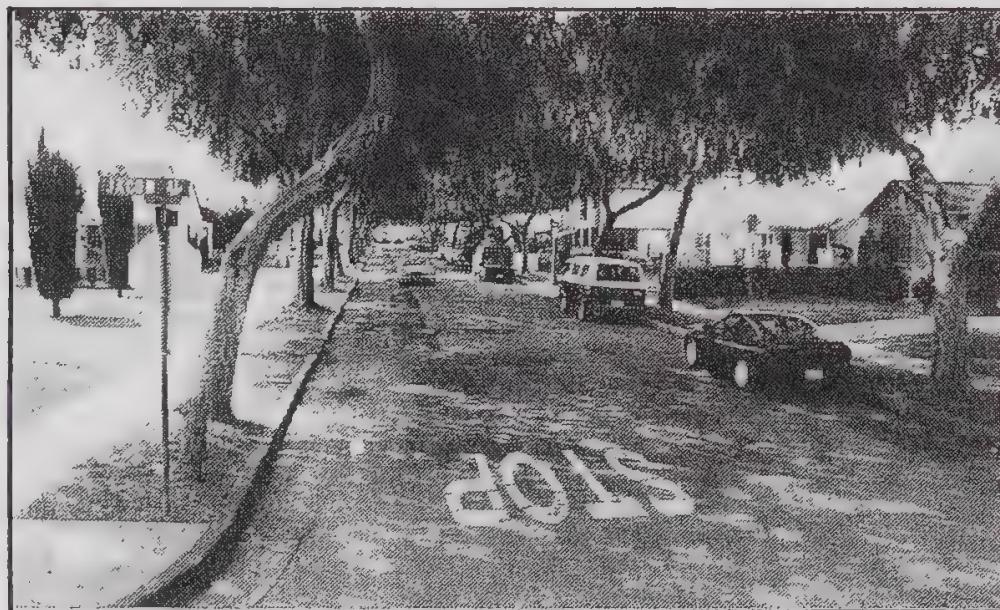
Policy 23.B Encourage compatible uses (such as markets, dry cleaners, and shoe repair shops) adjacent to the McManus neighborhood through focused land use designations, Design for Development standards and flexible zoning options.



CITY OF CULVER CITY GENERAL PLAN

FIGURE LU-15

Eastern Sub-Area



McManus Neighborhood

Policy 23.C Encourage the location of at least one supermarket within the Eastern Sub-Area.

Policy 23.D Support the existing clusters of new car dealerships along Washington Boulevard between Ince and National Boulevards by encouraging the location of new dealerships on adjacent parcels.

Policy 23.E Pursue opportunities to acquire land and to develop a neighborhood park in the Lucerne-Higuera neighborhood.

Policy 23.F Improve the Eastern Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

Policy 23.G Set specific criteria to minimize and mitigate potential safety, noise, access and aesthetic impacts to the McManus and Lucerne-Higuera neighborhoods from possible construction and operation of transit within the Exposition Right-of-Way along National Boulevard.

Policy 23.H Determine appropriate short-term and long-range uses and design standards for the Hayden Tract industrial area as part of a Focused Special Study, including:

- The appropriate range of uses and standards that will encourage viable and creative development and minimize environmental hazards.
- Whether and where residential uses or live-work arrangements would be appropriate.
- Joint development and intensity incentives related to transit.
- Design and development standards that will create a positive visual image for the City and the adjacent neighborhood.
- Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods.
- Reuse of Exposition Right-of-Way Spurs.
- Identification of possible areas for park or recreational uses.

Policy 23.I Improve aesthetic, safety, and traffic conditions in the area between La Cienega Boulevard and Fairfax Avenue and between La Cienega Boulevard and Ballona Creek.

Policy 23.J Encourage extended-hour businesses along East Washington Boulevard which are compatible with adjacent residential neighborhoods in order to increase levels of activity and security.

Policy 23.K Protect existing and potential future residential uses by updating existing studies and requiring new ones with respect to the Alquist-Priolo Earthquake Fault Zone.

WESTERN SUB-AREA. The Western Sub-Area includes those portions of the City west of the San Diego Freeway (I-405), specifically the Culver-West and McLaughlin neighborhoods. The West Washington Boulevard corridor contains most of the Sub-Area's non-residential uses and more than one-third (38%) of the Sub-Area's housing units. The most focused and active area is between Inglewood Boulevard and Centinela Avenue, where the Washington Medical Center and the new Kaiser Permanente facility highlight a clearly medical office and health care related commercial area.



WESTERN SUB-AREA

Issues specific to the Western Sub-Area include:

- Irregular city boundaries accentuate the conflicting land use policies of Culver City and the City of Los Angeles. Properties west of Redwood Avenue on the south side of Washington Boulevard are bisected by the Culver City/City of Los Angeles boundary, and consequently must pay dual fees for such things as fire inspection, business licenses and permit fees.

- Patterns of use are somewhat random and varied along Washington Boulevard, with many properties vacant or underused.
- All properties west of McLaughlin Avenue receive utility service from the City of Los Angeles Department of Water and Power.
- The Marina Place shopping center site and the Playa Vista project may increase commercial activities in the westernmost blocks of the City, and generally increase traffic in and around the Western Sub-Area.
- Culver-West Park, which borders both Culver City and City of Los Angeles neighborhoods, is heavily used, and area residents have expressed concerns for personal safety and incidents of crime.
- The McLaughlin neighborhood has no local park.

OBJECTIVE 24. Protect and enhance residential and business uses within the Western Sub-Area. (See Figure LU-16, Western Sub-Area, as reference for policy discussions.)

Policy 24.A Encourage lot consolidation along Washington Boulevard to reduce the number of curb cuts, provide areas for streetscape and open space, and provide opportunities for shared parking and uniform architectural treatment.

Policy 24.B Strengthen the commercial character of West Washington Boulevard west of the San Diego Freeway (I-405) by ensuring that any proposed residential development be designed in such a manner to complement the vitality of a commercial corridor.

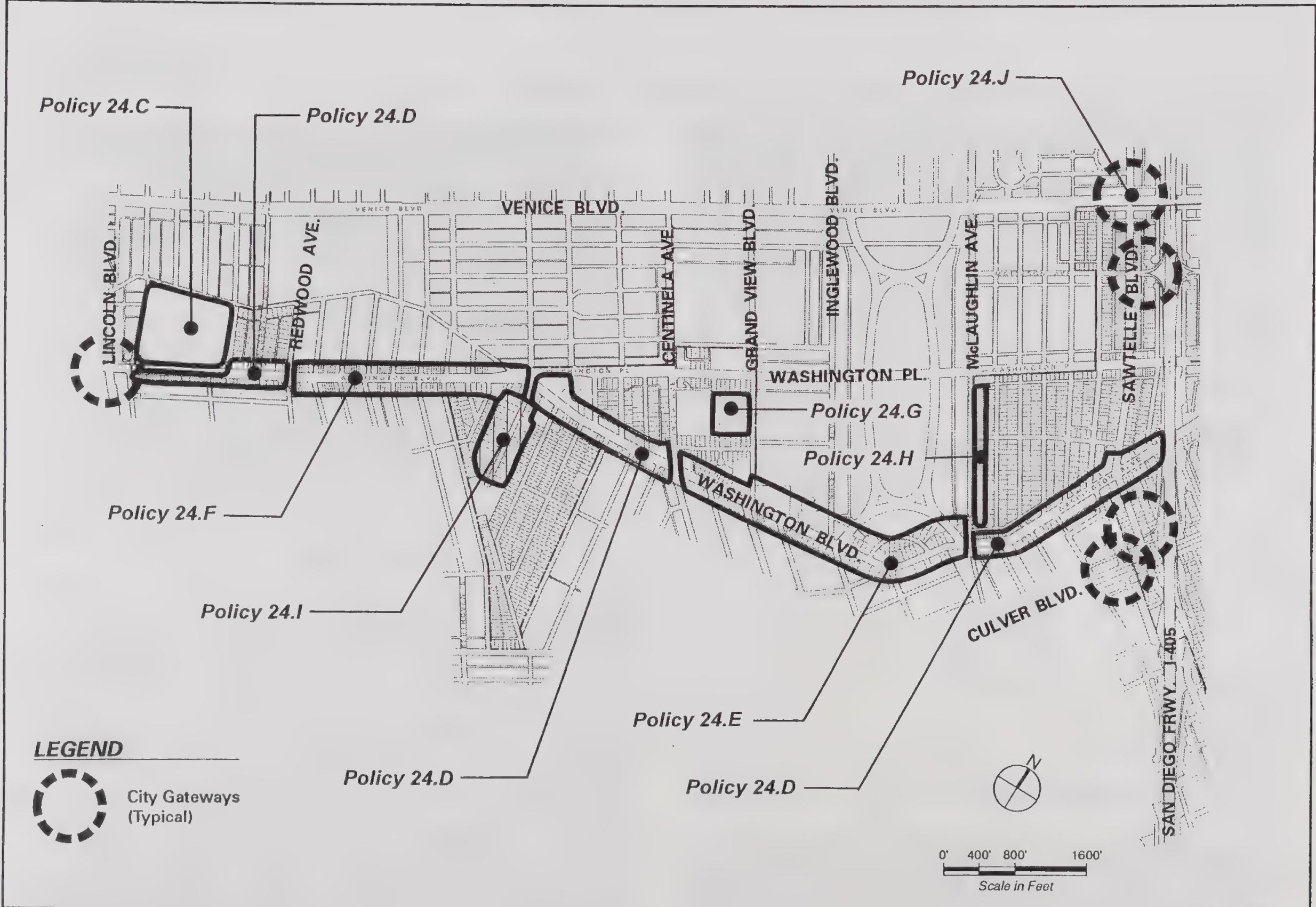


FIGURE LU-16

Western Sub-Area

CITY OF CULVER CITY
GENERAL PLAN



Policy 24.C Encourage the development of the former Hughes Helicopter site at Washington Boulevard and Walnut Avenue as a regional serving commercial center.

Policy 24.D Strengthen office and supporting retail uses along West Washington Boulevard west of Redwood Avenue, between Washington Place and Centinela Avenue, and east of McLaughlin Avenue to the San Diego Freeway (I-405).

Policy 24.E Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue, while encouraging retail services that would support medical office patrons and nearby neighborhoods.

Policy 24.F Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Redwood Avenue and Washington Place.

Policy 24.G Encourage additional housing opportunities in west Culver City by redesignating Grand View Boulevard as Medium Density Multiple Family, allowing up to 29 units per net acre without regard to the current zoning cap of nine units per development parcel.

Policy 24.H Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting development on McLaughlin Avenue to three units per lot. (See Implementation Measures, Measure 1.)

Policy 24.I Determine appropriate standards for density, safety and design character while allowing additional housing opportunities along Wade Street as part of a Focused Special Study. (See Implementation Measures, Measure 3.F.)

Policy 24.J Improve the Western Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

Policy 24.K Pursue cooperative efforts with the City of Los Angeles for park development for the residential area between Inglewood Boulevard and the San Diego Freeway (I-405) that would serve both Culver City and Los Angeles residents. (See General Plan Open Space Element.)



Office Building at Sawtelle and Washington Boulevards

FOX HILLS SUB-AREA. The Fox Hills Sub-Area includes those portions of the City south of Jefferson Boulevard and Playa Street. Fox Hills' identity derives from its regional-serving retail and commercial office centers, specifically the Fox Hills Mall, Fox Hills Business Park, Buckingham Business Park and Corporate Pointe developments. These large-scale commercial uses are attractively landscaped and blend well with large multiple family residential uses. With the exception of the Culver City Terrace Mobile Home Park, Fox Hills' residential communities are planned developments of multiple family building complexes.



FOX HILLS SUB-AREA

Issues specific to Fox Hills Sub-Area include:

- The Culver City Terrace Mobile Home Park was purchased by the residents with assistance from the Redevelopment Agency. These homes provide moderate-income housing opportunities.
- Although Fox Hills has a strong identity of its own, the area lacks a sense of connection to the rest of Culver City. The discontinuity of established street grids to the north limits easy

access to the rest of the City and exacerbates the sense of separation.

- Residents have expressed concerns about perceived and actual safety at the Fox Hills Mall. Some have voiced the desire for additional security measures and police presence.

OBJECTIVE 25. Protect and enhance residential and business uses within the Fox Hills Sub-Area. (See Figure LU-17, Fox Hills Sub-Area, as reference for policy discussions.)

Policy 25.A Support the continued use of Culver City Terrace Mobile Home Park property for affordable housing.

Policy 25.B Improve the Fox Hills Sub-Area's identity as part of Culver City by assigning high priority to signage and gateway improvements for this Sub-Area.

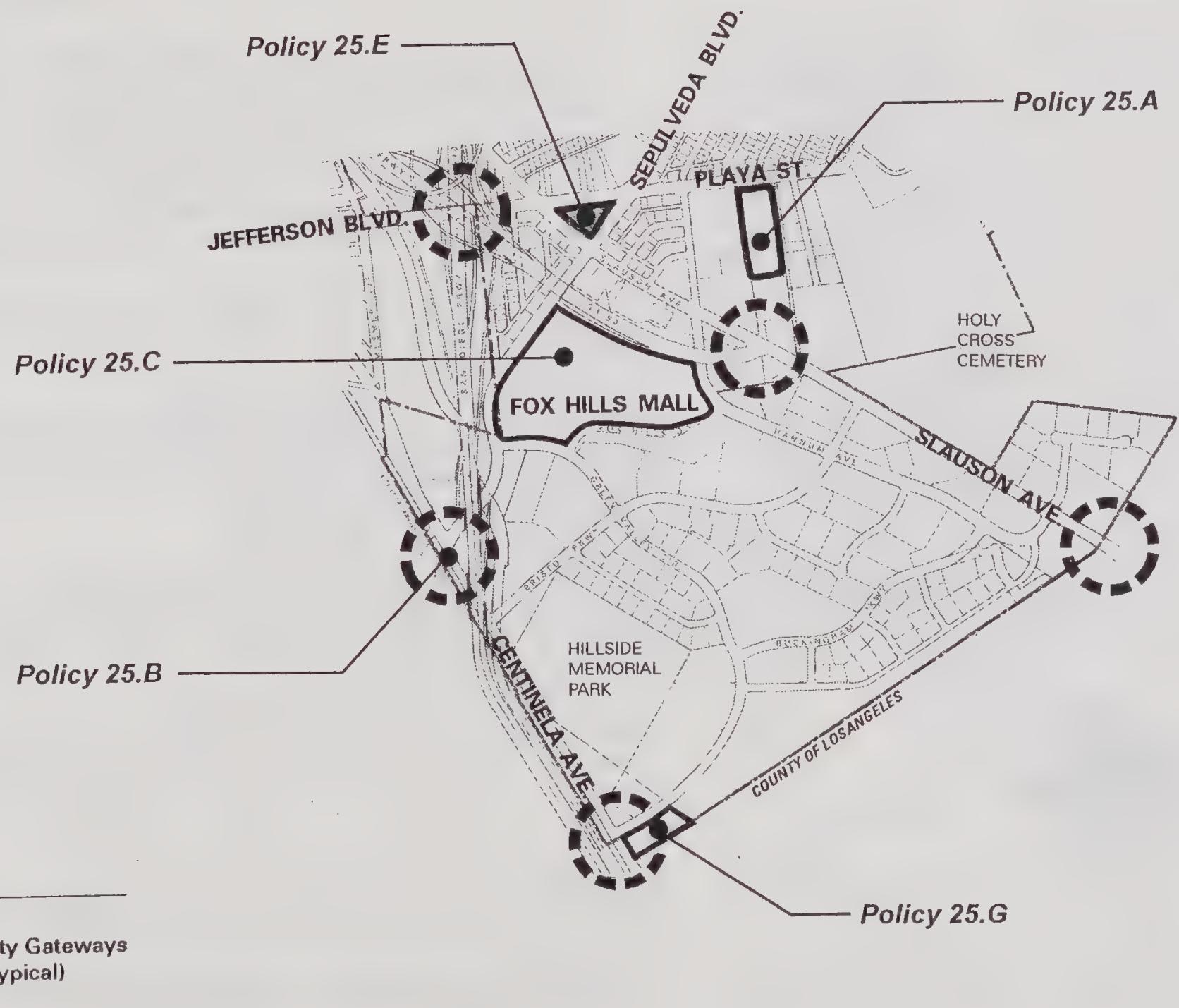
Policy 25.C Increase the feeling of safety in the area of Fox Hills Mall.

Policy 25.D Encourage continued use of the Kite site (Sepulveda Boulevard and Slauson Avenue) to complement rather than compete with Fox Hills Mall, and to function as a portal that helps to unify Fox Hills with the rest of Culver City. (See Objective 25; Policy 25.B.)

Policy 25.E Encourage development of the Triangle site (Sepulveda Boulevard, Slauson Avenue, Jefferson Boulevard) as office, retail, service commercial and restaurant uses, consistent with the Redevelopment Agency's Design for Development.

Policy 25.F Reinforce the physical and visual connection between the Fox Hills Mall and nearby hotels.

Policy 25.G Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence Area on Green Valley Circle, as a means of controlling the development character of this gateway into Culver City. (See Objective 18, Policy 18.F.)



**CITY OF CULVER CITY
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FIGURE LU-17

Fox Hills Sub-Area

SOUTHERN-CENTRAL SUB-AREA. The Southern-Central Sub-Area includes the three neighborhoods of Sunkist Park, Blanco-Culver Crest, and Studio Village. These neighborhoods contain primarily single-family homes located around neighborhood parks, with multiple-family buildings along the corridors. The exception is Kinston Avenue, which is fully developed as four-unit apartment buildings, and is located between two commercial centers. Non-residential uses located here include Studio Village, Ross, Target, and Raintree Plaza shopping centers. Commercial uses along Sepulveda Boulevard are active and vital, some having taken part in the City's Sepulveda Boulevard Storefront Improvement Program. These areas are strongly identified with Culver City and have a generally positive image. Water lines in the Sunkist Park area are old, undersized and subject to occasional ruptures.



SOUTHERN-CENTRAL SUB-AREA

Issues specific to the Southern-Central Sub-Area include:

- Kinston Avenue is one of the most densely developed

streets in the City in terms of units, people and parking, although it has a high vacancy rate. All lots contain the maximum units permitted under existing land use and zoning. Both on- and off-street parking is deficient to meet occupant needs. The 15-foot front yard setback offers the only landscaped open space. These units however, provide affordable housing opportunities unique to this Sub-Area.

- Hillside areas in Culver Crest have experienced erosion and slides, indicating a need for slope stabilization and hillside development standards.

OBJECTIVE 26. Protect and enhance residential and business uses within the Southern-Central Sub-Area. (See Figure LU-18, Southern-Central Sub-Area, as reference for policy discussions.)

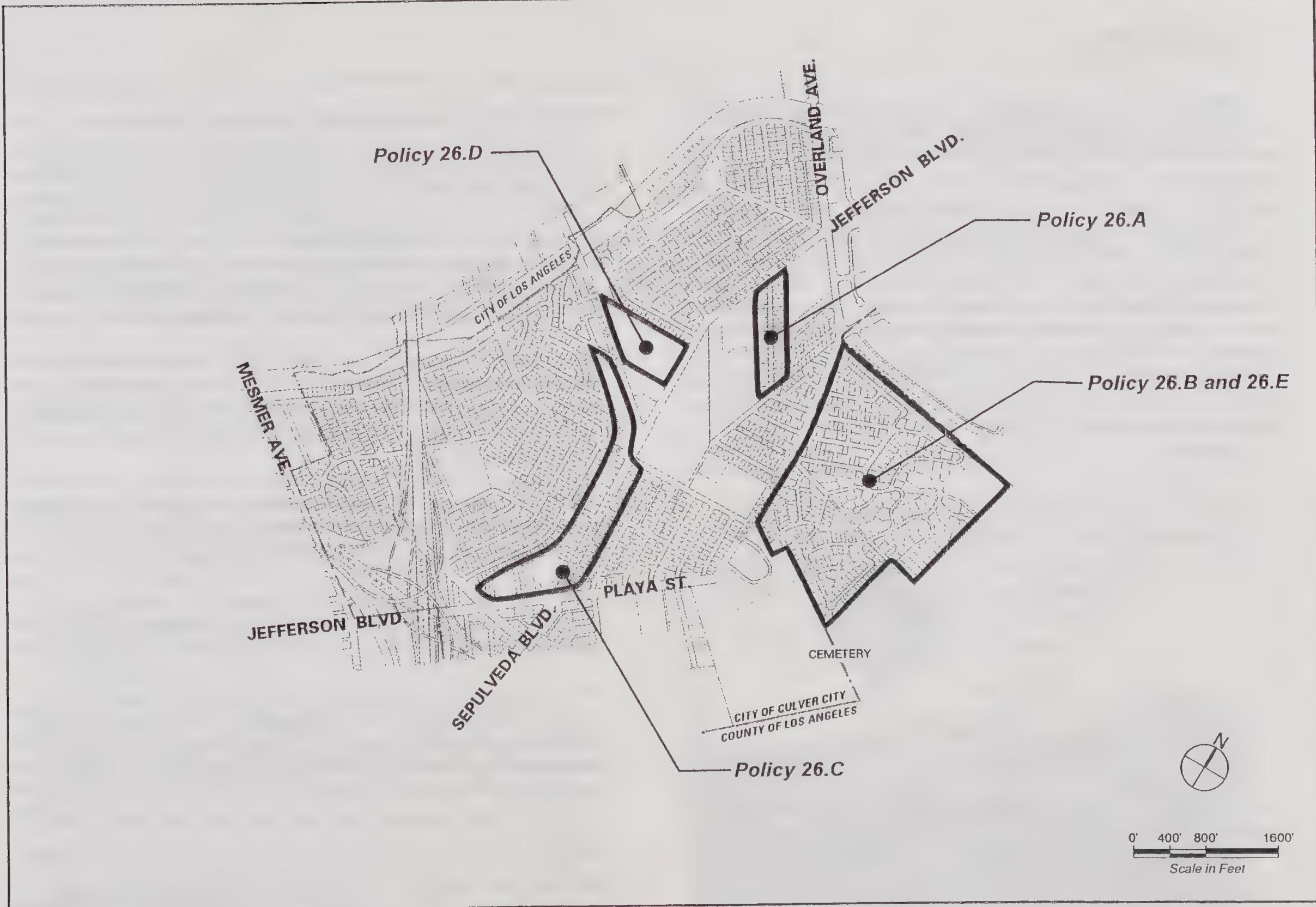
Policy 26.A Increase parking and open space along Kinston Avenue while maintaining affordable housing opportunities as part of a Focused Special Study. (See Implementation Measures, Measure 3.E.)

Policy 26.B Protect the safety and property values of Culver Crest by assigning high priority to the development and enforcement of slope stabilization and hillside development standards.

Policy 26.C Strengthen the community serving uses along Sepulveda Boulevard south of the Studio Drive-In site.

Policy 26.D Encourage the residential reuse of Studio Drive-In compatible with the surrounding neighborhood.

Policy 26.E Protect views of and from Culver Crest by establishing viewshed guidelines (see General Plan Open Space Element).



CITY OF CULVER CITY
GENERAL PLAN

FIGURE LU-18

Southern-Central Sub-Area

SOUTHEASTERN SUB-AREA. The Southeastern Sub-Area includes the Jefferson and Blair Hills neighborhoods. The residential areas are isolated from other parts of the City. The planned unit developments along Jefferson Boulevard are walled communities, and Blair Hills can only be accessed via the City of Los Angeles. Both areas have positive aesthetic advantages; Jefferson Boulevard developments are heavily landscaped and Blair Hills have spectacular views. Non-residential uses along Jefferson Boulevard include industrial and commercial businesses and the City maintenance and CityBus Yards. Newer developments, including Westside Business Park, are located near Overland Avenue, and are attractively landscaped to complement residential uses across the street to the south.



SOUTHEASTERN SUB-AREA

Issues specific to the Southeastern Sub-Area include:

- The 55 acres within Blair Hills that are currently undeveloped, although designated in the General Plan as Open Space, are zoned for single family use. An additional 47 acres of underdeveloped land in the Blair Hills area has recently been approved for subdivision and development of up to 185 dwelling units in a variety of attached and detached single-family units (Vista Pacifica project).
- The canyon area between the Vista Pacifica project and West Los Angeles College (WLAC) contains coastal cactus wren habitat. Any future development in this area should be sensitive to the habitat to avoid impacts from incompatible uses.
- The multiple-family apartment buildings along La Cienega Boulevard are without landscaping and sound buffers to protect the residents from heavy traffic impacts.
- Blair Hills has spectacular City views, but suffers from a foreground composed of industrial developments in the City of Los Angeles.
- An Alquist-Priolo Earthquake Fault Zone is located in this area, coincident with the Inglewood Fault. Geotechnical reports are required for specific development projects within the zone's boundaries. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone) refer to the General Plan Seismic Safety Element.
- Although the western end of Jefferson Boulevard may have the most attractive streetscape improvements in the city, the eastern end has practically no landscape or streetscape amenities.

OBJECTIVE 27. Protect and enhance open space, residential and business uses within the Southeastern Sub-Area. (See Figure LU-19, Southeastern Sub-Area, as reference for policy discussions.)

Policy 27.A Protect the hillside character while balancing opportunities for new housing and visible and usable open space by establishing hillside development standards. (See General Plan Housing and Open Space Elements.)

Policy 27.B Protect the visible and usable open space resources within Blair Hills by establishing land use definitions for visual resources and natural areas that include guidelines for use. (See General Plan Open Space Element.)

Policy 27.C Improve the Southeastern Sub-Area's aesthetic image and identity as part of Culver City by assigning high priority to streetscape improvements and City signage along east Jefferson Boulevard and along La Cienega Boulevard south of Wrightcrest Drive.

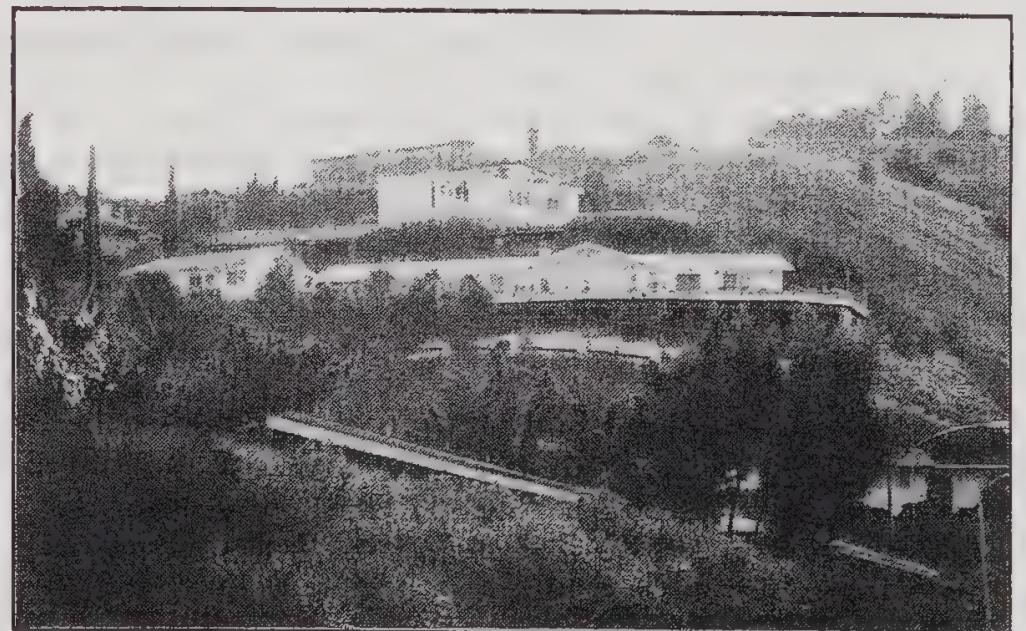
Policy 27.D Protect views of and from Blair Hills by establishing viewshed guidelines. (See General Plan Open Space Element.)

Policy 27.E Protect existing hillside uses and potential future uses by updating existing studies and requiring new ones concerning soil and seismic stability in Blair Hills, with respect to the Alquist-Priolo Earthquake Fault Zone and earthquake faults.

Policy 27.F Prepare a feasibility study and a Focused Special Study for the undeveloped portions of the Blair Hills/Baldwin Hills Area to:

- Determine the appropriate range of uses and development standards for the south side of Jefferson Bl. between Culver City Park and the multiple family residential area.

- Assess the existence and value of biological and cultural resources within the undeveloped Blair Hills/Baldwin Hills Area.
- Assess the slope, soil and seismic conditions of the undeveloped areas to determine capability for supporting desired uses.
- Identify scenic views and viewsheds to be preserved and enhanced as part of any future development.
- Determine the benefit to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space and residential development.
- Determine appropriate locations and limitations for vehicle and pedestrian access to and within the Focused Special Study area without allowing cut-through traffic. (See Implementation Measures, Measure 3.A)



Blair Hills Neighborhood

OBJECTIVE 28. *Protect and enhance residential and business uses within the Central Sub-Area.* (See Figure LU-20, Central Sub-Area, as reference for policy discussions.)

Policy 28.A Prepare a Focused Special Study of Culver Boulevard and the former railroad rights-of-way west of Elenda Street to address:

- Improving freeway connections.
- Improving traffic flow on Culver Boulevard.
- Reducing problems arising from regional cut through traffic in the Focused Special Study Area.
- Improving the interface between residential uses and the street right-of-way along Culver Boulevard.
- Providing streetscape improvements.
- Evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower-density neighborhoods.
- Investigating potential open space uses and the possibility of a linear park.
- Reducing negative traffic impacts on residences within the Focused Special Study Area. (See Implementation Measures, Measure 3.D.)

Policy 28.B Protect the existing recreation facilities along Sepulveda Boulevard south of Braddock Drive. Encourage additional recreation/entertainment opportunities within walking distance of the high school.

Policy 28.C As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Sepulveda Boulevard within the Central Sub-Area.

Policy 28.D Strengthen the mix of commercial and residential uses on Culver Boulevard between Overland and Madison Avenues by emphasizing mixed-use development, and reinforce a sense of transition between the single-family neighborhood to the south and Sony Pictures Studios to the north.

Policy 28.E Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting Culver Boulevard to three units per lot west of Elenda Street.

Policy 28.F As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Overland Avenue within the Central Sub-Area.

Policy 28.G Emphasize and strengthen retail uses that would serve the neighborhood adjacent to Sepulveda Boulevard north of Braddock Drive, and Overland Avenue north of Farragut Drive.



Culver Boulevard West of Overland Avenue

CENTRAL SUB-AREA. The Central Sub-Area of the City includes the neighborhoods of Park-West (Veterans' Memorial Park) and Park-East (Carlson Park), from Culver Boulevard to Ballona Creek, and from Duquesne Avenue west to the San Diego Freeway (I-405). The two neighborhoods contain primarily single-family homes located around Veterans' Memorial Park, Carlson Park and the Culver City High School, Middle School and Farragut Elementary School complex. The Culver-Palms YMCA and the Culver City Ice Arena provide needed recreation opportunities for families and young people within the City and within walking distance of the high school. Multiple-family buildings are located along Culver Boulevard, Overland and Duquesne Avenues, and the residential streets north of Braddock Drive and east of Jackson Avenue.



CENTRAL SUB-AREA

Culver Boulevard and Overland Avenue contain some commercial areas with most of the Sub-Area's non-residential uses occurring as corridor retail along Sepulveda Boulevard. These are mostly smaller, neighborhood-serving office and retail businesses. These neighborhoods contain 27 buildings

recognized by the City as historic structures, two of which have Landmark status. Between Overland Avenue and Sepulveda Boulevard, landscaped medians and parkways enhance the Culver Boulevard right-of-way and visually extend Veterans' Memorial Park. Culver Boulevard currently experiences high traffic volumes, which are likely to increase with the expansion of Sony Pictures Studios.

Issues specific to the Central Sub-Area include:

- The Culver Boulevard right-of-way and the residential lots that face it need special attention in terms of how they affect the image of the City's "main street", as well as how they relate to the low density residential neighborhoods that Culver Boulevard divides.
- Parking is limited to spaces on the street and in rear alleys. The addition of parking meters along Sepulveda Boulevard has contributed to retail patron parking in the adjacent residential neighborhoods. The County Courthouse and the commercial uses on Overland Avenue have similarly limited parking. The proposed expansion of Sony Pictures Studios would be likely to increase traffic and parking impacts on these neighborhoods as well.
- The existing "Culver Boulevard" freeway ramps alignments with Braddock Drive encourage use of Braddock Drive as a freeway access route, which cuts through the neighborhoods. The resulting volume of traffic is not consistent with the character of a single-family neighborhood.
- The scale and character of regional serving commercial uses are not consistent with the neighborhood serving character on Sepulveda Boulevard between Culver Boulevard and Braddock Drive. Regional serving businesses give rise to heavier traffic and overflow parking issues that are not compatible with the adjacent single family neighborhood.

NORTHERN-CENTRAL SUB-AREA. The Northern-Central Sub-Area contains those portions of the City north of Culver Boulevard between Duquesne Avenue and the San Diego Freeway (I-405), including the Clarksdale neighborhood. The Clarksdale neighborhood has the City's largest area designated for Medium Density Multiple Family (all north of Washington Boulevard) with smaller areas of Low Density Two Family and Low Density Single Family areas (south of Washington Boulevard). Non-residential uses consist of corridor retail located mostly on Sepulveda and Washington Boulevards. Eleven of the City's historic structures are within this Sub-Area; three Landmarks, two significant and six recognized structures.



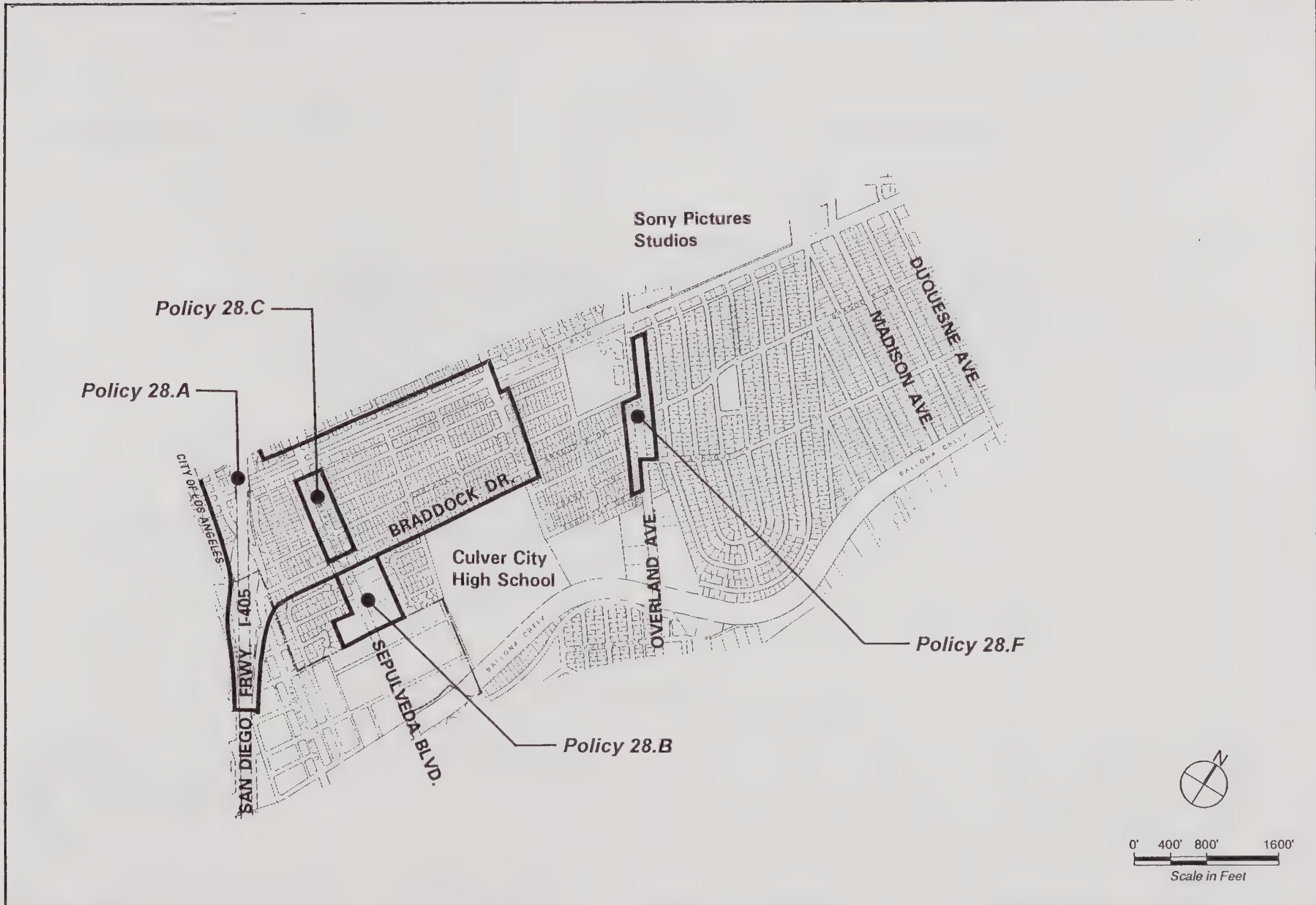
NORTHERN-CENTRAL SUB-AREA

Issues specific to the Northern-Central Sub-Area are as follows:

- These corridors consist of a mix of new and old structures. Many structures along Sepulveda Boulevard have been remodeled in the past few years. As the northern entry corridors to Culver City, the image and character should be made more unified and positive.
- Tellefson Park is among the City's smaller neighborhood parks and serves one of the most densely populated areas.
- Spad Place is a block of nearly all single family homes in a multiple family residential neighborhood. With the exception of one triplex at the northern end, all of the lots contain houses that are consistent in scale and character. Street width and lot sizes are less than current minimum for single family density.
- The visual image of the area is affected by uses in the City of Los Angeles, such as the satellite dish farm, which are beyond Culver City's control. Conflicting development standards and indistinguishable jurisdictional boundaries create a discordant character for the area.

OBJECTIVE 29. Protect and enhance residential and business uses within the Northern-Central Sub-Area. (See Figure LU-21, Northern-Central Sub-Area, as reference for policy discussions.)

Policy 29.A Emphasize and strengthen existing automotive-related and visitor-serving uses along Washington Boulevard west of Elenda Street and along Sepulveda Boulevard north of Culver Boulevard.

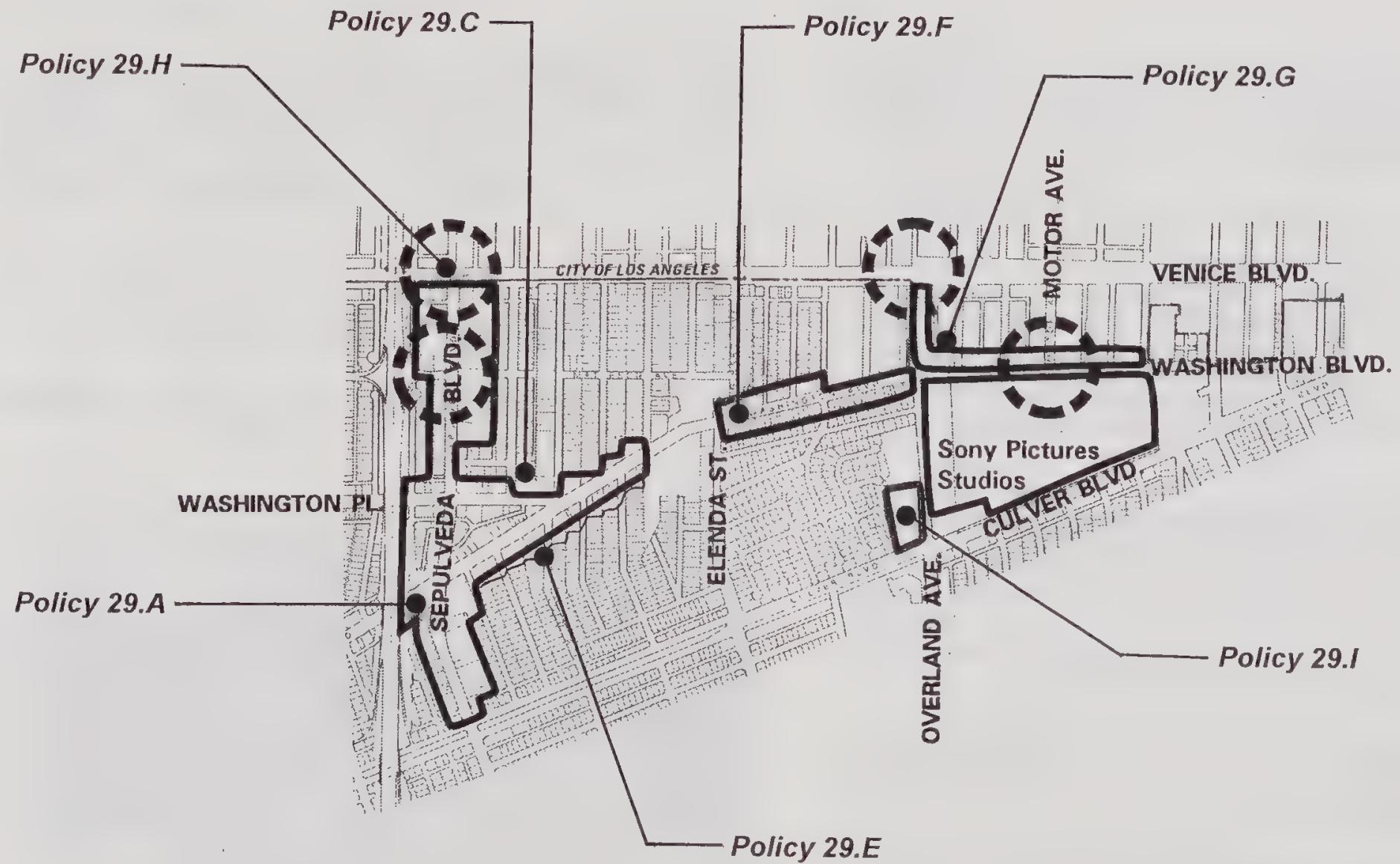


**CITY OF CULVER CITY
GENERAL PLAN**

L A N D • U S E • E L E M E N T

FIGURE LU-20

Central Sub-Area



LEGEND



City Gateways
(Typical)



0' 400' 800' 1600'
Scale in Feet



CITY OF CULVER CITY

GENERAL PLAN

L A N D • U S E • E L E M E N T

FIGURE LU-21
Northern-Central Sub-Area

Policy 29.B Support the existing cluster of new car dealerships along Sepulveda Boulevard between Washington and Culver Boulevards by encouraging the location of new dealerships on adjacent parcels.

Policy 29.C Pursue opportunities to expand Tellefson Park when lands become available.

Policy 29.D Reduce the potential for overcrowding along Spad Place while still allowing potential for some additional housing opportunities by redesignating it as Low Density Two Family, excluding the parcels at the northern end of the street south of the alley.

Policy 29.E Encourage attractive and compatible uses (such as cafes, book stores, film processing) adjacent to the existing two family neighborhood through focused land use designations, design and development standards and flexible zoning options along the south side of Washington Boulevard between Commonwealth and Huron Avenues.

Policy 29.F Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Elenda Street and Overland Avenue.

Policy 29.G Pursue cooperative efforts with the City of Los Angeles to create a more consistent and attractive streetscape along Overland Avenue and Washington Boulevard.

Policy 29.H Improve the City's identity by assigning high priority to signage, gateway and streetscape improvements for the Northern-Central Sub-Area.

Policy 29.I Encourage reuse of the Interim City Hall site in a manner that is compatible with the surrounding residential uses.

Policy 29.J Evaluate the appropriateness as a part of the Culver Boulevard Focused Special Study, of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. (See Objective 28; Policy 28.A and Implementation Measures, Measure 3.D)

Policy 29.K Allow expansion of the Sony Pictures Studios in conformity with the approved Comprehensive Plan.

Policy 29.L Encourage studio related uses in appropriate areas surrounding the Sony Pictures Studios.



Spad Place

This section presents implementation strategies for citywide and Sub-Area objectives and policies of the Land Use Element. Strategies include:

- Zoning Ordinance and Map revisions
- Citywide Special Studies
- Focused Special Studies
- Redevelopment Project Area Programs
- Historic Preservation Program
- Design Guidelines
- Current Planning Administration
- General Plan Administration

MEASURE 1. REVISE THE ZONING ORDINANCE. Zoning will be the primary and most direct method used to implement the policies of the Land Use Element of the General Plan. Upon adoption of the Land Use Element, a Zoning Code Revision Study will compare the new land use designations to the existing zoning categories within Chapter 37 of the Culver City Municipal Code (the Zoning Code). Existing zoning categories will be revised or abandoned and new zoning categories will be created to support newly created land use designations. These resulting zoning categories will establish limits of development and identify acceptable ranges of use for each zone.

The Zoning Code Revision Study will review Code sections addressing non-conforming uses to eliminate impediments to reuse and rehabilitation of existing structures, and will include clearly defined criteria for permitted and encouraged uses. Non-conforming uses will be distinguished from non-conforming building structures and improvements. Property owners shall be

permitted and encouraged to make aesthetic and cosmetic improvements that enhance the overall character of the area, without being required to bring non-conforming structures into full compliance. Code enforcement criteria will be reviewed and strictly enforced.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*. Based on the general policy direction of the Land Use designations, the following general changes are anticipated:

A. Low Density Three Family. Creation of a new zone to support the Low Density Three Family designation and subsequent rezoning of McLaughlin Avenue.

B. Planned Residential Development. Creation of a new zone to support the Planned Residential Development designation and subsequent rezoning of the existing multiple-family developments in Fox Hills; the existing multiple-family developments south of Jefferson Boulevard; the existing Windsor Fountain development on Overland Avenue; the Palm Court, Studio Royale, Rotary Plaza and Liberty Plaza senior housing; and the Studio Drive-In site.

C. Commercial. Additional zones will be created to support all the newly developed commercial land use designations. All commercial areas within the City will be assigned the appropriate new zone.

D. Industrial. Industrial zones will be revised to reflect and support the newly developed industrial land use designations. Depending on the extent to which the existing zones are modified, most industrial areas within the City are likely to be rezoned.

E. Open Space. A new Open Space Zone will be created and all existing City parks will be changed from their existing zone to the new open space zone. Subject to the outcome of the Citywide and Focused Special Studies, this new Open Space Zone may be applied to other public and possibly private lands designated as open space resources.

F. Flexible Zoning. A flexible residential-commercial zoning option will be created and applied to residential lots adjacent to Washington Boulevard in the Eastern and Northern-Central Sub-Areas that lack the depth necessary to meet current parking standards. If consolidated with the adjacent commercial lots, the uses could be commercial. If not, they would continue as residential use.

G. Design and Development Standards. Design and development standards, including limits on intensity and conditions for lot consolidation, will be included as part of the zoning revision and creation. Special conditions will also be identified for remodeling or redevelopment of substandard lots.

MEASURE 2. CREATE CITYWIDE SPECIAL STUDIES. A Citywide Special Study is a policy tool to implement goals and policies of the General Plan that pertain to Citywide programs, and provides an opportunity to enhance the City's physical attributes and potential. Each Citywide Special Study will include a statement of its relationship to the General Plan and will include, as applicable, design and development standards and implementation strategies.

A. Urban Design Plan. An Urban Design Plan will include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards. The interrelated aspects of these standards and plans will address every street in the City's residential and non-residential areas,

and will identify specific urban design elements such as:

- *Setback design criteria*
- *Street furniture and signage*
- *Parkway and medians standards*
- *Residential and non-residential architectural design standards.*

The Urban Forest Strategic Plan will establish a long-range management plan for a sustainable urban forest that will address components such as:

- *Inventory*
- *Replacement policies*
- *Broad based community support and funding*
- *A sustainable ecosystem*

Decisions regarding choice of street trees and streetscape improvements in non-residential areas will be fully coordinated with current and anticipated Storefront Revitalization Programs. On residential streets that lack uniform street tree plantings because of narrow streets and lack of parkways, the City shall encourage and support the planting of trees within the first five feet of the setback, as part of an expanded street tree program. (See General Plan Open Space Element.)

The Citywide Streetscape Master Plan will establish urban design criteria for required setbacks, parkways, medians and land within the public view. It will address every street in the City's residential and non-residential areas, and will identify specific urban design elements, such as:

- *Street tree species, spacing, location, irrigation*
- *Street lighting*
- *Parkway landscaping*
- *Landscaped medians*

- *Gateways and entry signage*
- *Street furniture*
- *Special sidewalk paving*
- *Potential traffic calming devices*

Specific decisions on parkway development and the appropriateness of raised or landscaped medians will be identified as part of the Streetscape Master Plan. Consideration of impacts to traffic flow, and access to mid-block driveways and parking lots will be considered as part of any improvement decisions. The Streetscape Master Plan also will identify an implementation program and schedule to complete the streetscape improvements, including incentives for private landscaping on public streets.

B. Citywide Bikeway Plan. A Citywide Bikeway Plan will identify types of bikeways and establish specific bikeway standards and support facilities. Three classifications of bikeways will be used to provide and encourage alternative access for both work and leisure trips within the City and the surrounding areas, as well as recreation opportunities.

- **Class I Bike Path.** This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.
- **Class II Bike Lane.** This classification supports a bicycle lane, designated within a roadway, shared with other vehicles and indicated by lane striping and signage.
- **Class III Bike Lane.** This classification supports a bicycle route, designated within a roadway, shared with other vehicles and indicated by signage only.

MEASURE 3. CREATE FOCUSED SPECIAL STUDIES.

Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and identify potential changes in land use that may be appropriate to meet future needs. The General Plan designates the allowable mix of uses within each Focused Special Study area and identifies land use and development goals. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the anticipated land uses for the first three.

A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study. The undeveloped area within Blair Hills (excluding the Vista Pacifica residential development site), the industrial properties between Culver City Park and the multiple family residential area, and the unincorporated Los Angeles County lands west of La Cienega Boulevard will be the subject of a feasibility study and a subsequent Focused Special Study to address the potential for appropriate open space, residential, commercial and industrial uses and access. (See Figure LU-22, *Blair Hills/Baldwin Hill Area Focused Special Study*.) Most of this area historically has been designated as open space, although the undeveloped area of Blair Hills has been zoned for single family development. Issues to be investigated to determine the development capability and benefits to the City include:

- *Slope and soil stability*
- *Soil contamination*
- *Seismic and subsidence risks*

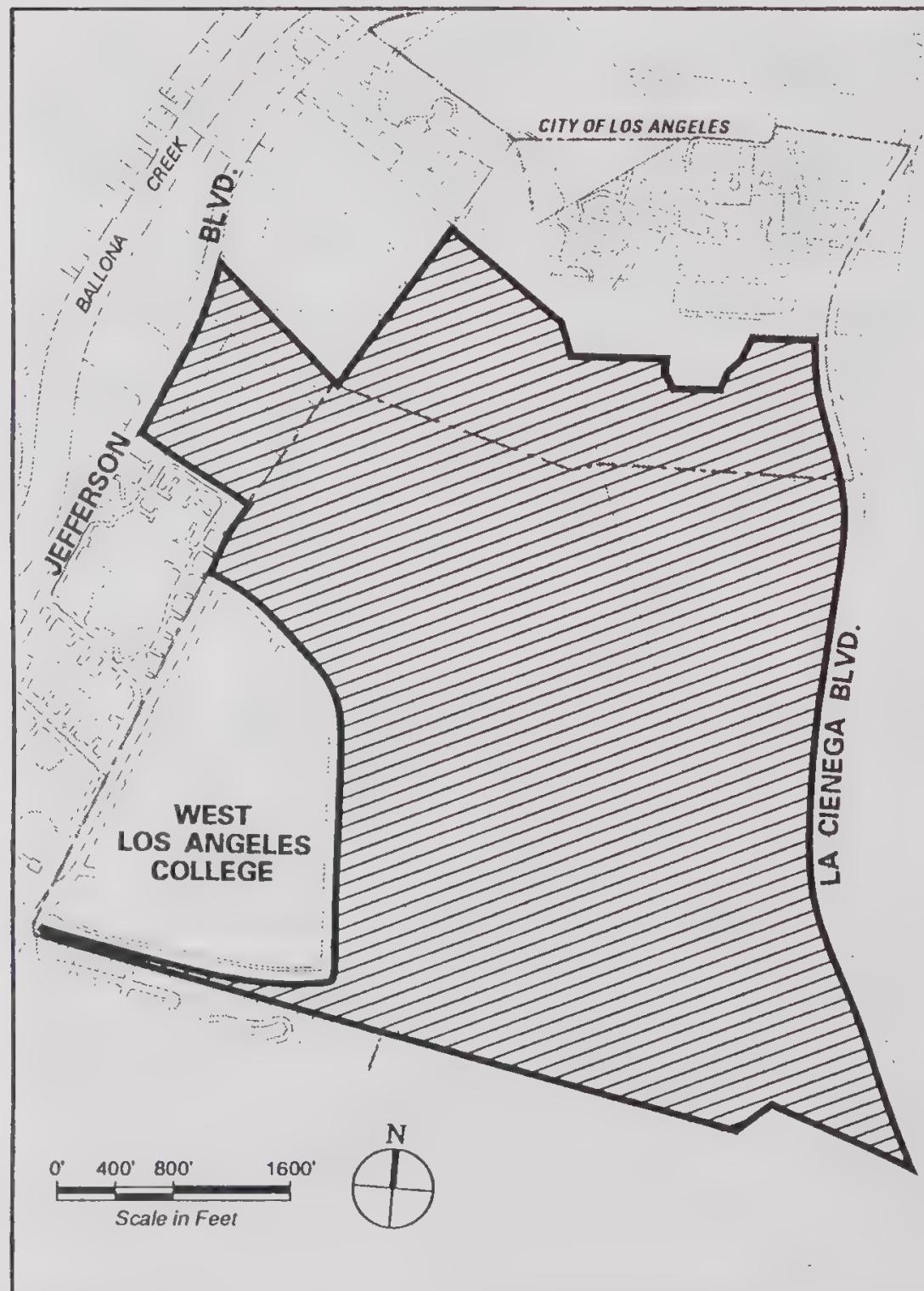


FIGURE LU-22
Blair Hills/Baldwin Hills Area Focused Special Study

- Visual character and viewsheds
- Vehicle and pedestrian access
- Biological resources
- Recreation opportunities
- Protection of existing adjacent residential neighborhoods
- Housing opportunities to address regional needs
- Limited vehicle access from La Cienega Boulevard

Investigations of the Los Angeles County lands will determine the benefits and costs of annexation into Culver City. Land use limitations for the industrial properties south of Jefferson Boulevard will be based on the likely development with the County area to the east. Interim land use designations for these areas are industrial and open space, as represented by the Land Use Element Map (Figure LU-7).

B. Ballona Creek Focused Special Study. Ballona Creek will be studied to determine whether there is potential for enhancing its use as a recreation resource using City, private and/or multi-agency funding. The Focused Special Study would involve joint participation with the Los Angeles County Department of Public Works, U.S. Army Corps of Engineers, other public agencies with jurisdictional interest, residential and business property owners adjacent to the Creek, and recreational users of the bike path. While responding to issues raised as community concerns in the following paragraphs, a technical basis of information is envisioned to include among other items the definition of terms and uses; precise identification of the area that is used for, functions as, and is needed for flood control purposes; precise identification of the area designated as and functioning as the regional bike path; and identification of areas additional to and potentially in excess of the former two categories.

Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood-control channel. Consistent with many other such channels under the jurisdiction of the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers, a bike path was included within the channel to provide recreation as a secondary purpose. The bike path begins in the McManus neighborhood near Syd Kronenthal Park and runs through and beyond the limits of Culver City to Marina Del Rey. Many residents of Culver City use Ballona Creek as a bike path or a jogging path. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. The adjacent residential properties turn their backs with walls and hedges to the edges of the channel, creating a blind corridor. Issues voiced as community concerns that need to be addressed include:

- *Protection of the adjacent residents from use of the Creek as a crime corridor.* Yards that adjoin Ballona Creek are vulnerable to intruders.
- *Buffering the adjacent residents from noise echoes.* Vehicle noise from the San Diego Freeway and from unauthorized motorcycles on the bike path creates excessive noise echoes and impacts to residents adjacent to the channel.
- *Fragmentation of jurisdictional control.* The area of Ballona Creek west of the high school is considered most unsafe due to access from areas not under the jurisdiction of the Culver City Police Department. The City limits in this area cut randomly back and forth, following the historic centerline of the Creek. Under these existing conditions, some residents of Culver City are adjacent to the portions of the channel under the jurisdiction of the City of Los Angeles and its Police Department. Responsibility for police protection in these areas is often unclear and response time for Los Angeles Police is considerably longer than for Culver City Police.

- *Improvement of the general condition and appearance of the channel (and bike path).* Many improvements are needed to enhance user safety as well as the quality of the experience, such as landscaping of the amenities.
- *Increasing access and use potential.* Relatively long sections of the bike path have no visual access and no means of personal exit in case of an emergency situation, such as injury or crime.

The interim land use designation for Ballona Creek is open space (see Figure LU-23, *Ballona Creek Focused Special Study Area*), as represented on the Land Use Element Map.

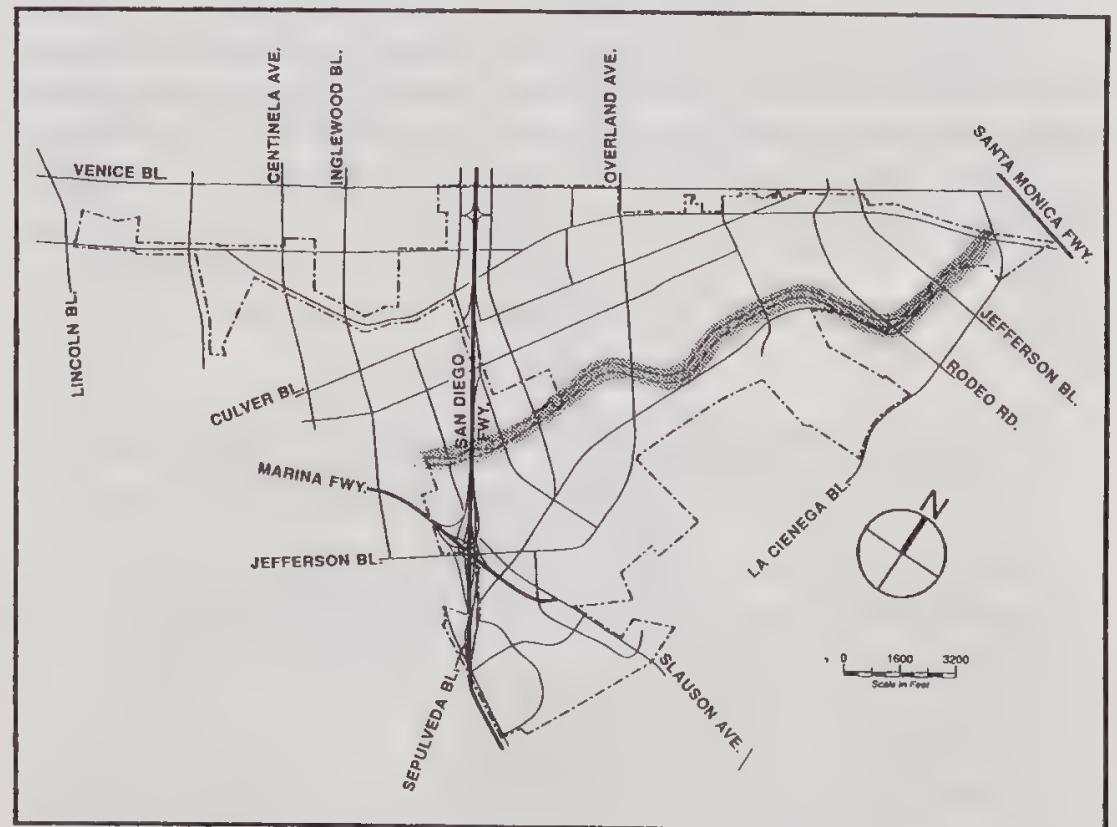


FIGURE LU-23
Ballona Creek Focused Special Study Area

C. Hayden Tract Industrial Area Focused Special Study. As the City's largest contiguous industrial area, the Hayden Tract Industrial Area will be examined to determine the potential range of appropriate uses. City business license figures from the April 1992 *State of the City* report indicated that only 37 percent of the businesses within this area are industrial uses. These figures also indicated large parcels, and the need for cost effectiveness in use of these lots, resulted in commercial businesses becoming the majority users (about 57 percent), with a small amount of studio-supporting uses (about 6 percent). To serve the parking demand, the City maintains property on Warner Drive as a parking lot available to the neighboring businesses.

Ballona Creek borders the area to the east and south coincident with the Los Angeles City boundary (see Figure LU-24, *Hayden Tract Industrial Area Focused Special Study*). National Boulevard and Higuera Street, which serve these uses, are also major entry points to the City. The visual character and scope of the existing structures, although consistent with the nature of industrial use, reflects on the image of the City, and adversely affects the low density neighborhoods adjacent to the north and west, and the views from Blair Hills.

The issues investigated for the Hayden Tract Area will determine the desirability and appropriateness of the following:

- The appropriate range of use and standards that will encourage a viable and creative development and minimize environmental hazards
- Whether and where residential uses or live-work arrangements would be appropriate
- Joint development and intensity incentives related to transit

- Design and development standards to create a positive visual image for the City and the adjacent neighborhoods
- Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods
- Reuse of Exposition Right-of-Way spurs
- Identification of possible areas for park or recreational areas

The interim land use designation for this area is industrial, as represented on the Figure LU-7 Land Use Element Map. (See Objective 23, Policy 23. H.)

The remaining Focused Special Study areas are more limited in scope and are not designated on the Land Use Element Map.

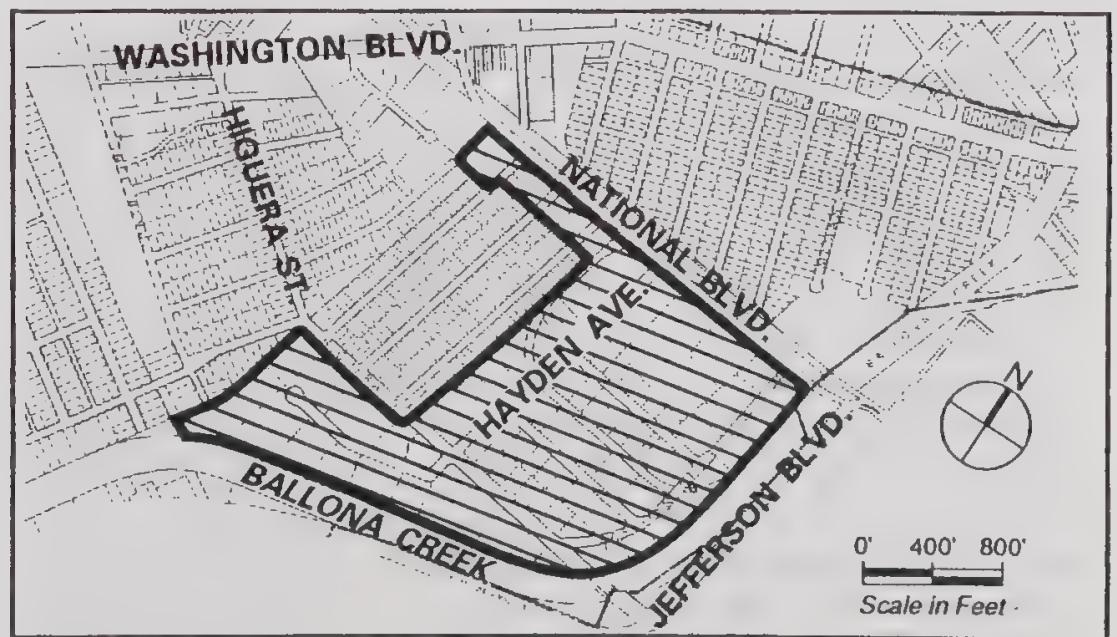


FIGURE LU-24
Hayden Tract Industrial Area Focused Special Study

D. Culver Boulevard Focused Special Study. As the City's namesake street, Culver Boulevard has a key role in contributing to the image and character of the City. The intersection of Culver and Sawtelle Boulevards is a primary gateway to the City, not only for traffic travelling east on Culver Boulevard, but also from the freeway off-ramp at Sawtelle Boulevard. The Culver Boulevard Focused Special Study Area (see Figure LU-25) will address freeway connections and traffic flow improvements to improve the interface between residential uses and the street right-of-way. The Focused Special Study will address street design, cut through traffic, streetscape improvements including maintenance of a linear park and bikeway, and the unintended consequences of any proposed modification plan in order to reduce negative traffic impacts within the study area. The special study will also evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. The Culver Boulevard Focused Special Study also is discussed in the General Plan Circulation and Open Space Elements.

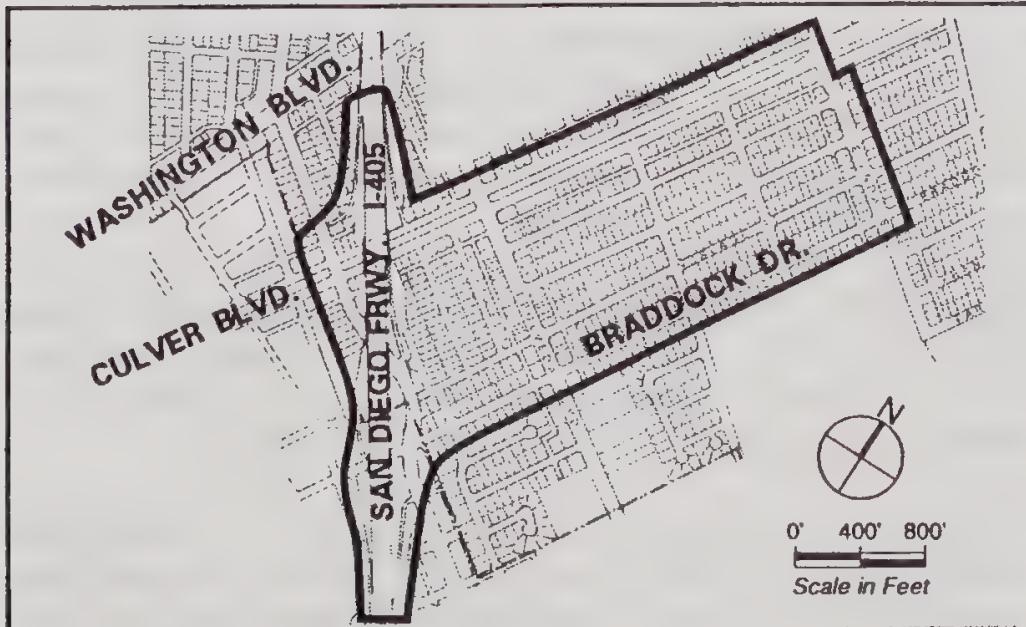


FIGURE LU-25
Culver Boulevard Focused Special Study Area

E. Kinston Avenue Focused Special Study. The Kinston Avenue Focused Special Study (see Figure LU-26) will reflect the City's ongoing Kinston Avenue Pride Strategy (KAPS) to identify opportunities to improve the visual character of the street, increase parking availability, and enhance living conditions while still providing affordable housing opportunities. Kinston Avenue, between Jefferson Boulevard and Flaxton Street, is composed of four-unit buildings with identical floor plans. The buildings consist of two-story structures with no visual distinction in form or character. This single, long block is one of the most densely developed streets in the City in terms of units, people and parking. Fifteen-foot front yard setbacks are the only landscaped open space. Currently, available parking, both on- and off-street, is insufficient to meet parking needs. Kinston Avenue is located between regional- and community-serving commercial centers and the nearest park, Blanco Park, is four blocks away. It has a high vacancy rate, with some buildings having only one or two out of four units occupied. The area is designated as Medium Density Multiple Family.

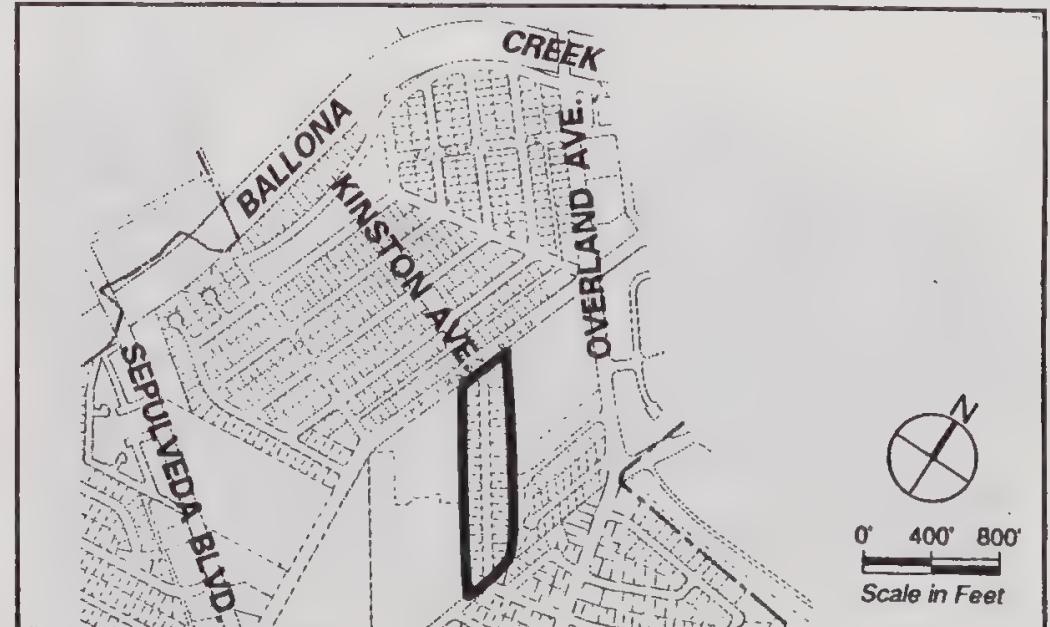


FIGURE LU-26
Kinston Avenue Focused Special Study Area

F. Wade Street Focused Special Study. The Wade Street Focused Special Study will address the potential benefits and impacts of additional housing opportunities on emergency access and neighborhood character. Wade Street contains the largest residential lots in the City facing a cul-de-sac street. The majority of lots on the west side of the street are 15,750 square feet and those on the east are 12,320. Nine lots have single-family homes, five lots have two-units each and seven lots exceed the currently allowed density. The street is further distinguished by the presence of a historic landmark structure and the location of Culver West Park at the end of the cul-de-sac. The street is designated as Low Density Multiple Family (see Figure LU-27, Wade Street Focused Special Study).

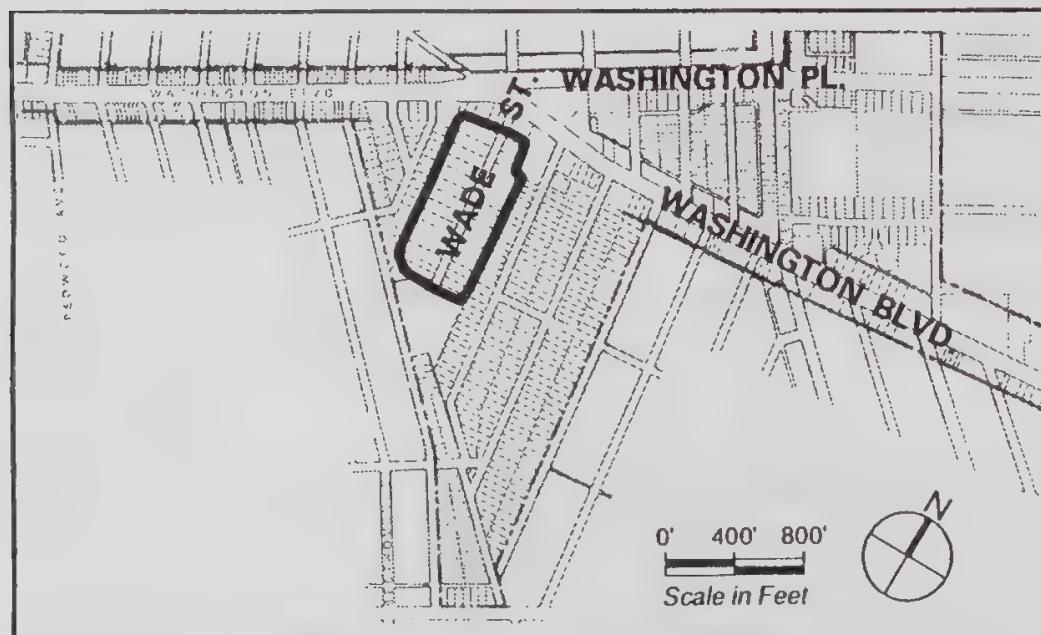


FIGURE LU-27
Wade Street Focused Special Study Area

MEASURE 4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS. Culver City has three redevelopment project areas: Slauson-Sepulveda, Overland-Jefferson, and Washington-Culver. All three are still active, with each including successfully completed commercial, residential and public improvement projects. With over 32% of the City within these redevelopment project areas, the Culver City Redevelopment Agency will continue to play a major role in the implementation of General Plan policies. Agency programs that can assist in the implementation of Land Use Element Policies include:

- A. Storefront Improvement Façade Grant Programs.** These programs provide guidelines for and assistance with improvements to commercial facades within areas identified as needing storefront improvements. Storefront Improvement Façade Grant Programs are currently in place for Downtown and East Washington Boulevards.
- B. Design for Development.** The Agency uses Design for Development (DFD) to guide potential redevelopment by describing the type of development and design standards that are acceptable for a given area, considering the known site and planning constraints. Design for Development standards can be extended and/or used as models for similar revitalization efforts.
- C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA).** The Agency can establish contractual relationships with owners of projects to facilitate a more active role in development decisions.
- D. Marketing and Outreach.** The Agency can undertake active outreach strategies to seek out and attract desirable new business and residential development into Culver City.

E. Financial Assistance. In conformance with State law, the Agency can use tax increment money within project areas to facilitate the improvement of residential and non-residential properties, and outside project areas to provide low/moderate income housing.

F. Redevelopment Plans. Redevelopment Plans may require updating to remain consistent with the General Plan. This amendment process may be difficult for legal/procedural reasons. As of 1996, properties held by the Agency within the project areas for future development include:

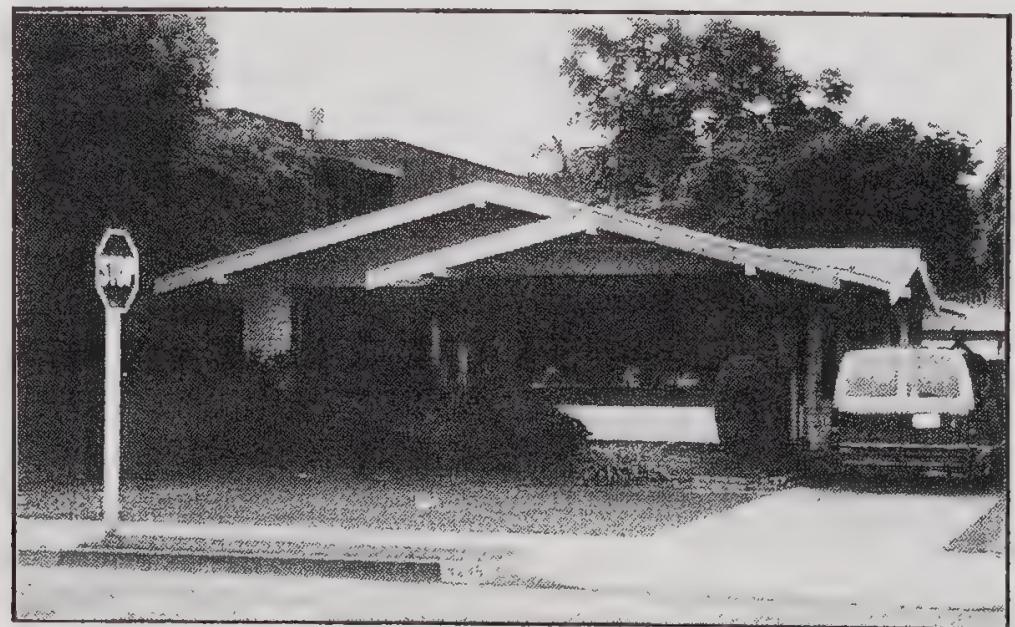
- Culver Theater
- Studio Drive-In site
- Interim City Hall site
- Town Park and Town Plaza sites in Downtown

The Hayden Tract Industrial Area and the Kinston Avenue Focused Special Studies also fall within redevelopment plan areas and will involve Agency participation.

MEASURE 5. EXPAND HISTORIC PRESERVATION PROGRAM. Effective March 28, 1991, Culver City established a Historic Preservation Program to promote the preservation of the community's heritage for present and future generations. The ordinance establishes a process for designating and protecting buildings and districts that reflect Culver City's architectural, historic and cultural heritage. It creates a three-tier system for designating buildings based on their importance to the community. This ranking system classifies structures as "Landmark", exceptional examples of their kind; "Significant", structures of substantial importance; or "Recognized", those of interest to the community.

The Historic Preservation Program requires that the Planning Commission review any proposed changes which result in an addition, demolition, or other significant modification to the exterior of buildings designated as Landmark, Significant, or Historic District to ensure that such changes do not harm their historic character. Proposed minor changes or incidental maintenance, which do not result in substantial change of the exterior appearance, and no change in the existing envelop of a Landmark, Significant, or Historic District designated structure are reviewed administratively.

The Redevelopment Agency has developed a rehabilitation program for Landmark and Significant structures. The program provides financial assistance in the form of grants or subsidized loans to owners of eligible residential and commercial buildings, respectively. To receive such assistance, commercial structures must be located within existing Redevelopment Project Areas; however, residential buildings may be located anywhere in the City, provided that they are over 50 percent occupied by low- and/or moderate-income tenants or that the owner-occupant's income is moderate or below.



Residential Landmark

To strengthen preservation of historic resources, the City should consider adopting the following additional programs:

- *Historic Resources Advisory Committee* to provide assistance and direction with the documentation of historic resources on a regular basis.
- *Periodic evaluation* of review and approval procedures for all classes of designations to ensure that the process is not unduly burdensome, and as such, a hindrance to obtaining the goals of the program.
- *Historic Resources Information and Education Program* to assist owners of historic buildings with information regarding the history of their structures, resources for preservation and other means to preserve their buildings.
- *Historic Resources Survey Updates* to review periodically, and update the existing survey of historic resources.
- *Financial Viability Improvements*, such as transfer of development rights, tax abatement and change of use.

MEASURE 6. DEVELOP DESIGN GUIDELINES. Design guidelines shall provide a method of protecting and a tool for achieving quality developments within both residential and non-residential areas. The purpose of Design Guidelines is to foster good design rather than to impose an overriding style, a limited color palette or an artificial theme. In all cases, Design Guidelines shall encourage the retention and restoration of historic buildings and sensitivity to areas of consistent rhythm and typology.

A. Residential Design Guidelines. Residential design guidelines address the protection and enhancement of the neighborhood character. Remodels, replacement and infill housing should respect the form on street without architectural freedom.

The Design Guidelines shall apply to all residential projects that undergo discretionary review, and any multiple family project undergoing remodeling pursuant to a ministerial action (building permit). However, in the case of single- and two-family projects that are undergoing ministerial review, the Design Guidelines are intended to be advisory and not to be rigid architectural standards that must be strictly followed. To address enhancement and protection of *all residential neighborhoods*, design guidelines will include, but will not be limited to, the following:

- Standards for the incorporation of distinguishing architectural elements, such as arches, porches, balconies, bay windows, ornamentation, etc.
- Addition of street trees on those streets and properties currently lacking trees, in accordance with the Streetscape Master Plan.
- Required maintenance of existing street trees and front-yard landscaping.
- Set limits for density and massing.

Typical elevation changes and roofline modification example sheets will be developed to illustrate the intent of the Design Guidelines, and will be made available to the permit applicant.

Guidelines specific to particular densities and location of residential developments will include the following:

- Refined guidelines for lot coverage and building massing in Medium Density Multiple Family areas that are sensitive to rear and side yard elevations adjacent to smaller structures through methods such as architectural definition or landscape screening.

- Guidelines for development of residential units in commercial and industrial areas, where appropriate.
- Hillside development standards that address requirements for (1) lot coverage, (2) usable open space in terms of topographic features and percent-of-slope and (3) building in relationship to landform criteria (including seismic issues).

Specific blocks within the City may be worthy of overlay zones and guidelines to address special issues:

- Spad Place might benefit from downzoning or designation as an overlay zone with guidelines for protection of existing density and character.
- Specific blocks within the area of the Lafayette Place Historic District may be worthy of overlay zones and guidelines for detailed protection and enhancement of architectural character.
- Portions of Blair Hills and Culver Crest would benefit from an overlay zone for hillside development and viewshed protection.

B. Non-residential Design Guidelines. Guidelines for development within non-residential areas will be primarily established or modeled after Design for Development Standards and Storefront Revitalization Programs defined by the Redevelopment Agency and City, and by the Citywide Streetscape Master Plan. Design Guidelines will be applied as part of Site Plan Review and other discretionary actions (such as variances or conditional use permits) prior to the issuance of a building permit for commercial construction of a new building, or addition to an existing building.

Design Guidelines will be developed for and applied to temporary structures consistent with the standards established

for the type of land use and the designation of the area. Height, setback, access and parking standards will be the same as for permanent structures. Landscape, façade and roofline standards will be adjusted to address the temporary nature of structure.



Consistent Roofline Rhythm



Storefront Improvement

MEASURE 7. CONTINUE CURRENT PLANNING ADMINISTRATION. In the day-to-day administration of the General Plan, the Planning Division staff will be called upon to assist property owners and developers in understanding land use policies. In many cases the answers will be found as part of the Zoning Code or within the various General Plan Elements. Several administrative measures will be taken by the Planning Division staff to assist in implementation:

A. Assign Project Planners. For projects requiring Site Plan Review or other discretionary actions, a specific staff planner will be assigned to assist the property owner or developer through the life of the projects. The assigned Project Planner will be the owner's liaison to other City staff and departments to reduce confusion and facilitate communication with other staff members in other departments.

B. Continually Update and Improve Review and Approval Process. Various standard development applications will be streamlined through a series of procedural guidelines for approval. Owner information and development approval worksheets can be made available to property owners and developers to assist them in preparing their development applications, and to assist staff in the expeditious review of those applications. Information and reference sheets could be prepared to cite the City document and section that would apply to various standard development requests. Administrative approvals (those not requiring Planning Commission or City Council approvals) could be supported by approval checklists filled out by the applicant and confirmed by staff.

C. Identify Development Incentives. The City will provide an approved list of development incentives, such as a reduction in on-site parking or an increase in allowable square footage or volume, for providing specific community or neighborhood needs. This list will be presented to property owners and

developers at the time of their initial contact with the City regarding their potential project.

The list will include identified incentives and will clearly define qualifying development features (e.g., density bonus of 25 percent additional housing units if those units are made available as low- or moderate-income housing to facilitate development choices). Development incentives would be offered if community needs are provided such as child care, neighborhood-serving uses (food stores), preservation of cultural resources, affordable housing or local jobs.

To ensure that the items on the development incentives list continue to be effective, the City will conduct periodic interviews with local developers to review the development process and incentives program.

D. Continue Coordination with Adjacent Jurisdictions. Culver City should maintain open communication and pursue coordination of potential development with adjacent jurisdictions, particularly through participation with the Westside Summit Cities. Because of Culver City's interest in the potential future use of the undeveloped Los Angeles County area and the many parcels that are divided between Culver City and the City of Los Angeles, this coordinated planning effort is a key component to implementing land use policies that relate to Culver City boundaries. Specific City actions will include:

- Monitor environmental assessments for these areas.
- Scope and review environmental documents as a CEQA Responsible Agency regarding projects in these areas.
- Participate in public hearings.
- Evaluate potential annexation areas to avoid a piecemeal fragmented approach.

- Formalize mutual policies with West Los Angeles College through memoranda of understanding.
- Pursue dialogue with City of Los Angeles regarding boundary adjustments to annex and/or de-annex properties that are divided between the existing Culver City/City of Los Angeles boundary, including divided areas of Ballona Creek.
- Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments which might enable Culver City to acquire key properties or areas that currently project into Culver City and interrupt lower density land use patterns and visual character.

E. Study Coordination of Business Tax Certificates with Land Use Policies. To ensure that businesses are consistent with land use policy, the appropriate City officials will study developing procedures to coordinate issuance of business tax certificates to allowable uses for each area of the City. Home-based businesses can continue to be allowed and encouraged through an established range of desirable live-work occupations, special business licenses, and development standards sensitive to both small business needs and the protection of neighborhood character.

F. Coordinate Land Use Policies with Appropriate City Departments. Land use policies and large development projects will be reviewed by the appropriate City Departments to determine how they may impact service or create risk. To ensure adequate service and to increase actual and perceived safety, the City on a periodic basis, will review the benefits of a stronger visual police presence, need for possible police substations, hazardous waste management and response procedures, and impacts of development on the City's infrastructure system (see General Plan Safety Element).

MEASURE 8. ADMINISTER THE GENERAL PLAN. This section outlines methods by which the Planning Division staff can administer and manage the General Plan.

A. Adopt Required General Plan Elements. As required elements of the General Plan, the Housing, the Circulation and Open Space Elements play key roles in the establishment and implementation of policies which overlap and support the Land Use Element. These elements address issues related to land use and identify, with great specificity, implementation measures to achieve goals and objectives for access, housing opportunities, and open space resources. These required elements should be adopted concurrently with the Land Use Element, and should be made and kept consistent through any amendment or update process.

B. Budget Development. The General Plan will become a tool for setting spending priorities and developing work programs for the City. City work programs and ongoing services that are consistent with, support and help to achieve General Plan policies will be given funding priority over those programs that are not consistent with General Plan policies.

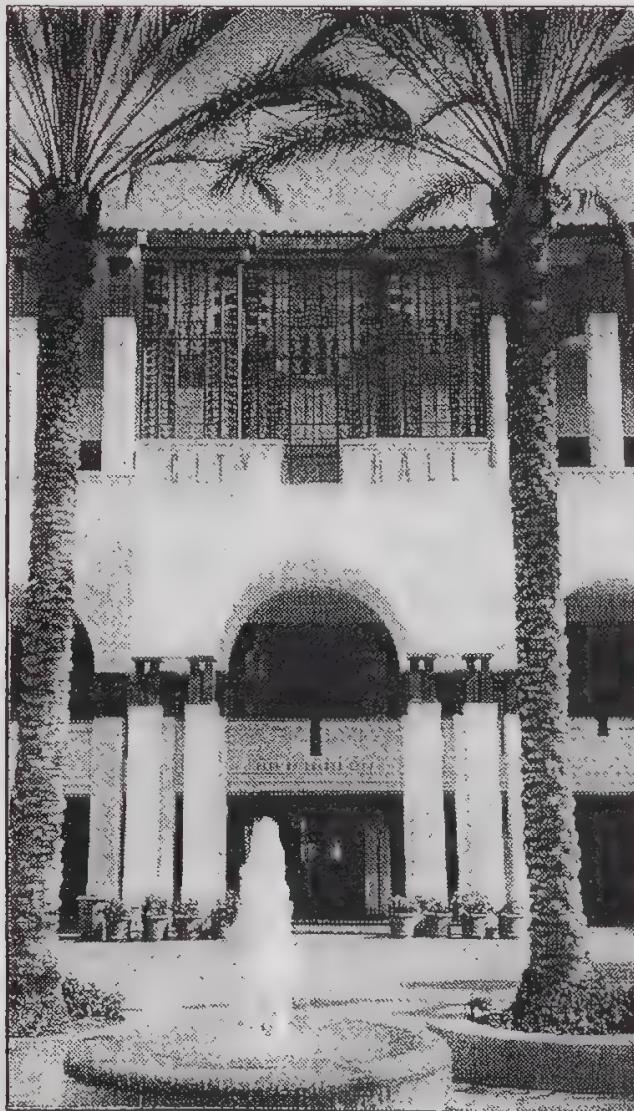
C. Capital Improvement Program. Construction of public facilities and infrastructure improvements will be itemized and scheduled for implementation relative to their General Plan priorities. Priority given to capital improvements will be consistent with priorities of the General Plan goals, objectives and policies.

D. General Plan Amendments. Proposed amendments to the General Plan may be taken to the Planning Commission and City Council in two annual cycles. To be considered, any proposed amendment must be consistent with the General Plan goals, objectives and policies.

E. Five-Year Updates. Beginning in 1999, the General Plan will be re-evaluated to determine if its goals are being achieved through the existing policies and programs. The update process will include at least two public meetings to identify community issues and concerns. Based on the success of the existing General Plan and economic conditions, adjustments or updates to the General Plan may be pursued at this time.

F. Coordinate Land Use Policies with Appropriate City Departments and Programs. Existing and proposed land use programs and plans developed by other City departments will be coordinated on an ongoing basis to ensure a consistent planning and development approach.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element Map and the policy direction of the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*.



City Hall

TABLE LU-7
LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
1. REVISE THE ZONING ORDINANCE		
A. Zoning Code Revision Study Compare the new land use designations to existing zoning categories to determine the need for new zoning categories and zone changes.		Planning
B. Code Revisions Revise or abandon old zones and create new zoning categories and their development standards to support the newly established land use designations.		Planning
Revise the Zoning Ordinance to address nonconforming uses sections to eliminate impediments to reuse and rehabilitation and include clearly defined criteria of what is permitted and encouraged.		Planning
C. Zone Changes As part of Zoning Ordinance revisions, make zone changes as required to achieve consistency between the General Plan and the Zoning Code.		
1) Caroline Avenue. Downzone Caroline Avenue from R-4 to R-2 to protect the lower-density character of the street and adjacent low density residential neighborhood.		Planning
2) McManus Neighborhood, Sherbourne Drive to Sentney Avenue. Downzone the previously R-2 lots to R-1 to protect the low-density single-family character of the neighborhood.		Planning
3) Residential lots adjacent to alleys and commercial uses along the south side of Washington Boulevard between Helms and Sentney Avenues and between Commonwealth and Huron Avenues. Establish a flexible zoning option to encourage creative and compatible commercial uses.		Planning

* To Be Determined

TABLE LU-7, continued
LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
4) Planned Residential Development (PRD). Rezone the multiple-family developments within Fox Hills, along the south side of Jefferson Boulevard, the Windsor Fountain condominiums on Overland Avenue, Palm Court, Studio Royale, Rotary Plaza, Liberty Plaza and the Studio Drive-In site to (new residential zone or PRD).		Planning
5) Commercial. Rezone the City's commercial areas consistent with the General Plan Land Use Element Map and new corresponding zones.		Planning
6) Industrial. Rezone the City's industrial areas consistent with the General Plan Land Use Element Map and the new corresponding zones.		Planning
7) Open Space. Rezone all areas designated as Open Space on the Land Use Element Map as Open Space.		Planning
2. CREATE CITYWIDE SPECIAL STUDIES		
A. Urban Design Plan Prepare an Urban Design Plan that will include among other possible components open space design standards, architectural design standards, an Urban Forest Strategic Plan, and a Streetscape Master Plan.		Planning Redevelopment Human Services
B. Citywide Bikeway Plan Prepare a Citywide Bikeway Plan to identify types of bikeways and establish specific bikeway standards.		Planning Public Works Human Services

* To Be Determined

TABLE LU-7, continued
LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
3. CREATE FOCUSED SPECIAL STUDIES		
A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study Prepare a feasibility study and focused special study to address the potential for appropriate uses and access in the undeveloped Blair Hills and unincorporated Baldwin Hills areas between Jefferson and La Cienega Boulevards.		
B. Ballona Creek Focused Special Study Prepare a study to determine the potential for enhancing the Creek as a recreational resource, using City, private and/or multi-agency funding.		
C. Hayden Tract Industrial Area Focused Special Study Prepare a study for the Hayden tract area which recommends appropriate range of land use development standards and parking strategies.		
D. Culver Boulevard Focused Special Study Address the relationship and development of the full right-of-way west of Elenda Street, the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard and the possible creation of a cul-de-sac at Braddock Drive and Sawtelle Boulevard.		Planning Engineering
E. Kinston Avenue Focused Special Study Investigate opportunities to emphasize and enhance existing facilities, increase open space and parking availability.		Housing Redevelopment Planning
F. Wade Street Focused Special Study Investigate the impacts of increased housing opportunities on emergency access and neighborhood character.		Planning Housing

* To Be Determined

TABLE LU-7, continued
LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS		
A. Storefront Improvement Facade Grant Programs	ongoing	Redevelopment
B. Design for Development	ongoing	Redevelopment
C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA)	ongoing	Redevelopment
D. Marketing and Outreach	ongoing	Redevelopment
E. Financial Assistance	ongoing	Redevelopment
F. Redevelopment Plans	ongoing	Redevelopment
5. EXPAND HISTORIC PRESERVATION PROGRAM	ongoing	Planning
6. DEVELOP DESIGN GUIDELINES		
A. Residential Design Guidelines		Planning
B. Non-residential Design Guidelines		Planning

* To Be Determined

TABLE LU-7, continued
LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
7. CONTINUE CURRENT PLANNING ADMINISTRATION		
A. Assign Project Planners	ongoing	Planning
B. Continually Update and Improve Review and Approval Process	ongoing	Planning
C. Identify Development Incentives		Planning
D. Continue Coordination with Adjacent Jurisdictions	ongoing	Planning
E. Study Coordination of Business Tax Certificates with Land Use Policies		Planning
F. Coordinate Land Use Policies with Appropriate City Departments	ongoing	Planning
8. ADMINISTER THE GENERAL PLAN		
A. Adopt Required General Plan Elements		City Council
B. Budget Development	ongoing	City Council
C. Capital Improvement Program	ongoing	City Council
D. General Plan Amendments	as needed	Planning
E. Five-Year Updates	as scheduled	Planning
F. Coordinate Land Use Policies with Appropriate City Departments and Programs	ongoing	Planning

* To Be Determined

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